

**Clinton Street Feasibility Study**  
OF A  
**Signature/Gateway Structure**  
FOR  
**CITY OF FORT WAYNE, INDIANA**



PREPARED BY

**ENGINEERING**  
*Resources, Inc.*

**BF&S**  
Butler Fairman Seufert  
CIVIL ENGINEERS

BAILEY  
ARCHITECTURAL  
IMAGES

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# Martin Luther King Memorial Bridge - Design Review Committee

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# **INTRODUCTION**

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Clinton Street and the Martin Luther King Jr. (MLK) Memorial Bridge, over the St. Mary's River, are located within the City of Fort Wayne. However, both are owned by the Indiana Department of Transportation (INDOT). Since the bridge was deteriorating, INDOT began the process of preparing a preliminary engineering study to replace the existing bridge and improve the Clinton Street corridor. The City of Fort Wayne identified the improvement project as a revitalization opportunity for the downtown.

Engineering Resources, Inc. was selected by the City of Fort Wayne to prepare a study of gateway options for the Clinton Street corridor. Butler, Fairman & Seufert, Inc., an Indianapolis based consulting firm, and Bailey Architectural Images were contracted by Engineering Resources to assist with the development of the study.

Preliminary meetings were held which included representatives of INDOT. The City provided copies of other appropriate studies for use in coordinating with current master planning efforts. The BlueprintPlus, a recent study on the revitalization of downtown Fort Wayne, was most applicable. One of the initiatives of BlueprintPlus was to build a signature MLK Bridge which would serve as a gateway to the city. In addition, revitalization efforts adjacent to this project area were identified.

As a result of initial discussions, the definition of a signature structure was broadened. It could be an aesthetically pleasing vehicular bridge as originally conceived. Or, perhaps it could be a signature pedestrian bridge along side the new MLK structure which would connect the two parks on either side of the river. An additional option may include a free-standing architectural element to create the sense of gateway prior to entering the bridge. Or a monument could be erected at an appropriate location along the corridor.

To study these options, a process was developed and implemented.



## **STUDY PROCESS**

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Ultimately the purpose of this study is to identify a preferred option for implementation. To ensure development of technically comprehensive options with a community review and input, the following process was established:

*Data Gathering Phase:* The first step in the process is to gather pertinent project information and hold a preliminary meeting with the City of Fort Wayne and INDOT representatives. The City then selected a group of community leaders to form a project development committee. The purpose of this group is to review alternates and ultimately select the preferred option.

*Development of Options & Draft Study Phase:* This includes developing approximately five options based on gateway aesthetics, various levels of economics and engineering feasibility. Photo renderings and potential ranges of project costs are then developed for each option.

*Initial Workshop Phase:* The first of two meetings will be held with the members of the committee and our study team. The study team will highlight each option, and explain the unique details of each. After presenting the information, the team will answer questions, and work with the group to select two of the options for further refinement.

*Detailed Options Development Phase:* Each of the two options will be further developed to identify preliminary member sizes, materials and potential construction methods. An approximate project cost will be prepared for each option. This information will be incorporated into the study.

*Final Workshop Phase:* The second meeting will be held with the members of the committee and our study team. The study team will review the details of the two options, and answer questions. The committee will select the preferred option and document any requested modifications.

*Final Study Phase:* The results of the final workshop will be incorporated into the study including any requested modifications. The preferred option will be presented in the summary and recommendation section.

## SELECTION OF OPTIONS

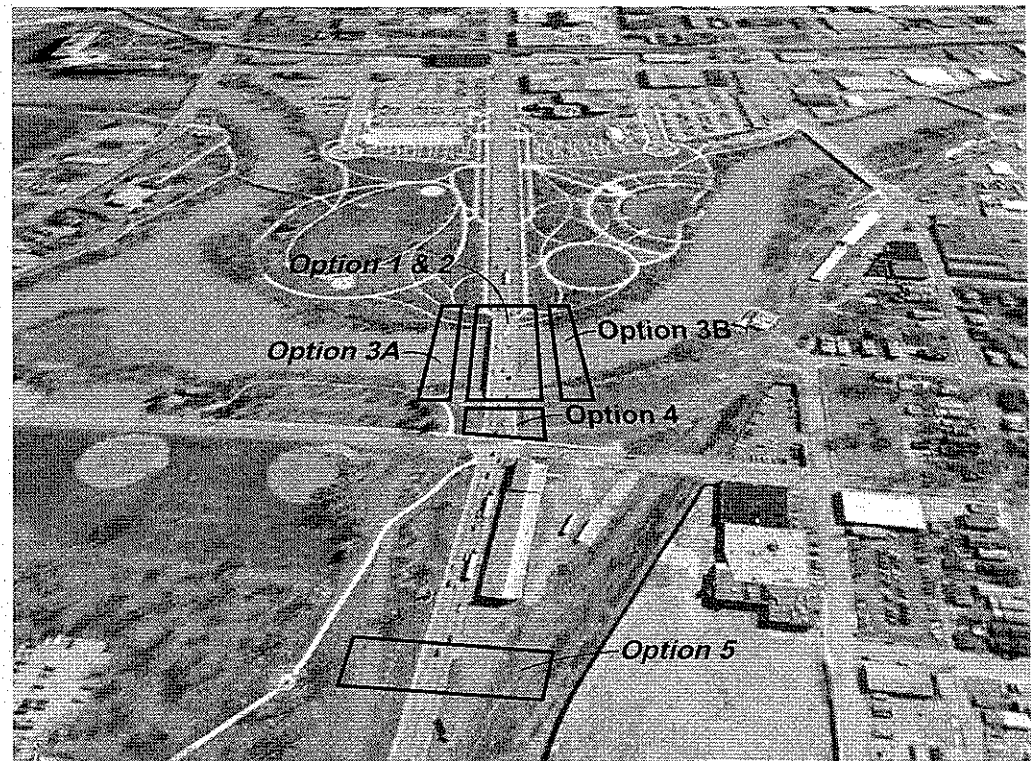
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The focus of the project is to create signature structure and gateway feature options. These types of structures or features can become historic landmarks and stand with their own identity, or they can highlight or pay tribute to a specific piece of Fort Wayne's history.

The first step is identifying locations and purposes of options. Through meeting with the City and INDOT the following concepts were created (See Figure 1):

1. Develop several signature MLK bridge replacement options.
2. Prepare a more cost effective and historically comprehensive MLK bridge replacement option.
3. Identify a signature pedestrian bridge option over the St. Mary's River parallel to Clinton Street.
4. Develop several free-standing gateway/monument type structures.
5. Find possible options for a pedestrian overpass/gateway bridge over Clinton Street.

Figure 1  
Location Map  
Looking South



Within each of the five concept groups, options were generated based on aesthetics, function and financial feasibility. The option may have also utilized a relevant historical theme. Fort Wayne has many historically relevant natural features, events and people. The following list of historical themes was created to assist in generating ideas for incorporating our historical past:

1. **Three Rivers:** The three rivers (St. Mary's, St. Joseph and Maumee) were the attraction for the original settlers to the area including the Indians, French traders, British and Americans. They provided a means of travel for trade, as well as a source of food and water.
2. **Miami Indians:** The *Miami* Indians originally lived in Indiana, Illinois, and southern Michigan. They eventually moved into the Maumee Valley of Ohio. They became the most powerful Indian Tribe in Ohio until their defeat by General Anthony Wayne at the Battle of Fallen Timbers in 1794. Their chief settlement, named Kekionga, was on the St. Joseph River at the head of the Maumee. Kekionka is said to mean "blackberry patch" because of the abundance of blackberries in the area. The village became the center of the Miami nation and its source of strength.
3. **Fort Wayne:** General "Mad Anthony" Wayne was a hero in the Revolutionary War, and defeated the Miami Indians, led by Chief Little Turtle, to make Indiana safe for American settlements. Fort Wayne was established at the confluence of the three rivers. It was officially dedicated on Oct. 22, 1794. The Fort survived its final siege from Indian gunfire during the War of 1812.
4. **Summit City:** Fort Wayne is located at the watershed break between the great lakes and the Mississippi River. The southwest part of Allen County flows into the Wabash River which flows into the Mississippi via the Ohio River. The Maumee River, which carries flow from both the St. Mary's and the St. Joseph Rivers, itself flows into Lake Erie. The Wabash-Erie Canal was conceived to provide access from the great lakes to the Mississippi River. Plans called for a separate feeder canal to be linked to the St. Joseph River to supply the necessary flow of water. Fort Wayne was chosen for the site because it is the highest point along the canal route. This is how Fort Wayne got the nickname the "Summit City". The first section of the Canal from Fort Wayne to Huntington was completed in 1835.
5. **Martin Luther King Jr.:** The existing Clinton Street Bridge over the Saint Mary's River was designated as the Martin Luther King, Jr. Memorial Bridge by the Indiana General Assembly. A replacement structure would continue to bear the name. This memorial to Martin Luther King, Jr. could be highlighted in some fashion as a part of the new bridge.

6. **Headwaters/Lawton Park:** Headwaters Park is located south of the existing bridge in the area known as the "thumb." The Headwaters Park Commission was formed in 1987. The park was created to alleviate damage caused by flooding in the area. Construction was completed in 1998. Lawton Park is located on the northeast corner of the intersection of Clinton Street and Fourth Street, and is connected to Headwaters Park by a narrow sidewalk along the existing bridge. Lawton Park is dedicated to one of the great military heroes of the Civil War Colonel Henry Lawton.

Critical design requirements are engineering and/or permitting requirements that may significantly affect the implementation and/or cost of a specific option, unless satisfactorily accounted for in the planning stage. The following two critical design requirements must be addressed for each option:

1. **Traffic Control / Utilities:** Clinton Street carries approximately 20,000 vehicles per day into the downtown area, and the bridge serves as a major utility corridor. Most of the affected utilities can be rerouted prior to construction. However, there isn't a reasonable alternative traffic route for southbound vehicles. Several options were reviewed for detouring traffic during construction, but none of them was found to be acceptable. Both the City of Fort Wayne and INDOT representatives agreed that at least two lanes of traffic must be maintained throughout construction.
2. **Waterway / Roadway Profile:** The existing bridge has seven 40 foot spans bearing on six solid wall piers. Due to the short spans and pier locations, lodging of debris at the bridge piers is a problem and requires frequent maintenance. Preliminary review by INDOT called for reducing the number of piers from six to two.

To ensure proper hydraulic performance of the structure, the current waterway area must be also be maintained. The existing roadway profile follows a relatively aggressive vertical curve. As such, raising the roadway is not an option since it would require extensive approach construction and related right-of-way beyond the limits of the bridge, and possibly along Fourth Street. Therefore, the depth of any replacement bridge must be limited to approximately the depth between low structure and the top of deck elevations.

Potential project costs will be presented in ranges for each initial option. These ranges include construction costs and design fees only. Where applicable, the potential cost of traffic control will be addressed.

## ***DISCUSSION OF OPTIONS***

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Each option is discussed in detail in the following five subsections. A summary table is provided on the following page to assist with comparison of some of the key items of each option.

The members of the workshop committee are representing the community of Fort Wayne and Allen County. One or two options will be selected for further development through the workshop process. The workshop results must include answers to the following questions:

1. Which option would have the greatest positive impact on Clinton Street and downtown Fort Wayne?
2. Which option fits best within the environment / community?
3. Which option would be most appreciated by people in the adjacent parks?
4. What changes can be implemented to improve the selected option?
5. Is the cost of the selected option financially feasible?

OPTION	KEY ITEM SUMMARY	PROBABLE PROJECT COST
<i>1.A Steel Arch</i>	<ol style="list-style-type: none"> <li>Creates a Signature Landmark Structure.</li> <li>Little Opportunity to Highlight Other Historical Themes.</li> <li>A Temporary Bridge is Required for Traffic Control.</li> </ol>	\$10,000,000 - \$15,000,000 \$2,000,000 Temp. Bridge
<i>1.B Cable Stay 4 Pylon</i>	<ol style="list-style-type: none"> <li>Creates a Signature Landmark Structure.</li> <li>Possible Opportunity to Highlight Historical Themes in Pylon Legs.</li> <li>A Temporary Bridge is Required for Traffic Control.</li> </ol>	\$8,000,000 - \$13,000,000 \$2,000,000 Temp. Bridge
<i>1.C Truss Arch</i>	<ol style="list-style-type: none"> <li>Creates a Signature Landmark Structure and Gateway.</li> <li>Opportunity for Signage on Cross Members.</li> <li>A Temporary Bridge is Required for Traffic Control.</li> </ol>	\$5,000,000 - \$10,000,000 \$2,000,000 Temp. Bridge
<i>2.A Conventional Bridge with Traditional Details</i>	<ol style="list-style-type: none"> <li>Potential to Utilize Many Historical Themes.</li> <li>Provides Traditional Style Gateway with Possible Signage.</li> <li>Traffic Control is Addressed Through Construction Sequencing.</li> </ol>	\$4,000,000 - \$5,000,000
<i>2.B Conventional Bridge with Contemporary Museum Canopy</i>	<ol style="list-style-type: none"> <li>Provides an Outdoor, Partially Enclosed, Museum to Display Chronological Events and People from Fort Wayne's History.</li> <li>Draws Headwater's Style and Features, Through Shapes and Materials, to the North Side of the River.</li> <li>Traffic Control is Addressed Through Construction Sequencing.</li> </ol>	\$4,000,000 - \$5,000,000
<i>3. Parallel Pedestrian Bridge</i>	<ol style="list-style-type: none"> <li>Provides a Signature Element that is Visible from the Roadway and Downtown Area.</li> <li>Can be constructed without Traffic Control.</li> <li>Can be developed Independently from the MLK Bridge and Roadway Project Thereby Improving the Schedule.</li> </ol>	\$2,500,000 - \$4,500,000
<i>4. Free-Standing Gateway Monument</i>	<ol style="list-style-type: none"> <li>Provides a Gateway Feature and City Landmark.</li> <li>Pays Tribute to the City's Three Rivers and Headwaters Park.</li> </ol>	\$1,500,000 - \$4,000,000
<i>5. Clinton Street Pedestrian Overpass Bridge</i>	<ol style="list-style-type: none"> <li>Provides a Signature Structure and Gateway.</li> <li>Based on Anticipate Revitalization on West Side of Clinton Street.</li> </ol>	\$3,000,000 - \$5,000,000

## **OPTION 1.A**

### **TWIN ARCH BRIDGE**

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#### **DESCRIPTION**

This option consists of replacing the existing Martin Luther King, Jr. Memorial Bridge with a twin arch and cable supported structure. The steel arch ribs provide a sleek, simple and elegant form. (See Drawings & Rendering for Details)

#### **GATEWAY AND HISTORICAL THEME**

The steel arch bridge is generally a signature structure that will become a historic Fort Wayne landmark. There will be minor framing of the downtown skyline with the arch ribs, but since this option does not utilize cross connections, it will likely not be a major entry gateway. There is also little opportunity to include signage or symbols to highlight any of the other historical themes. Any attempt would probably detract from the style of the bridge.

#### **ANTICIPATED CONSTRUCTION DETAILS**

A large foundation will be required at the base of each leg of the arch to carry the vertical and horizontal components of the load. Construction of this foundation can occur on the bank which is more economical than in the stream.

#### **TRAFFIC CONTROL**

Using the existing bridge to maintain traffic during construction is not feasible. A temporary bridge would be required to redirect traffic around the work site. (See next page)

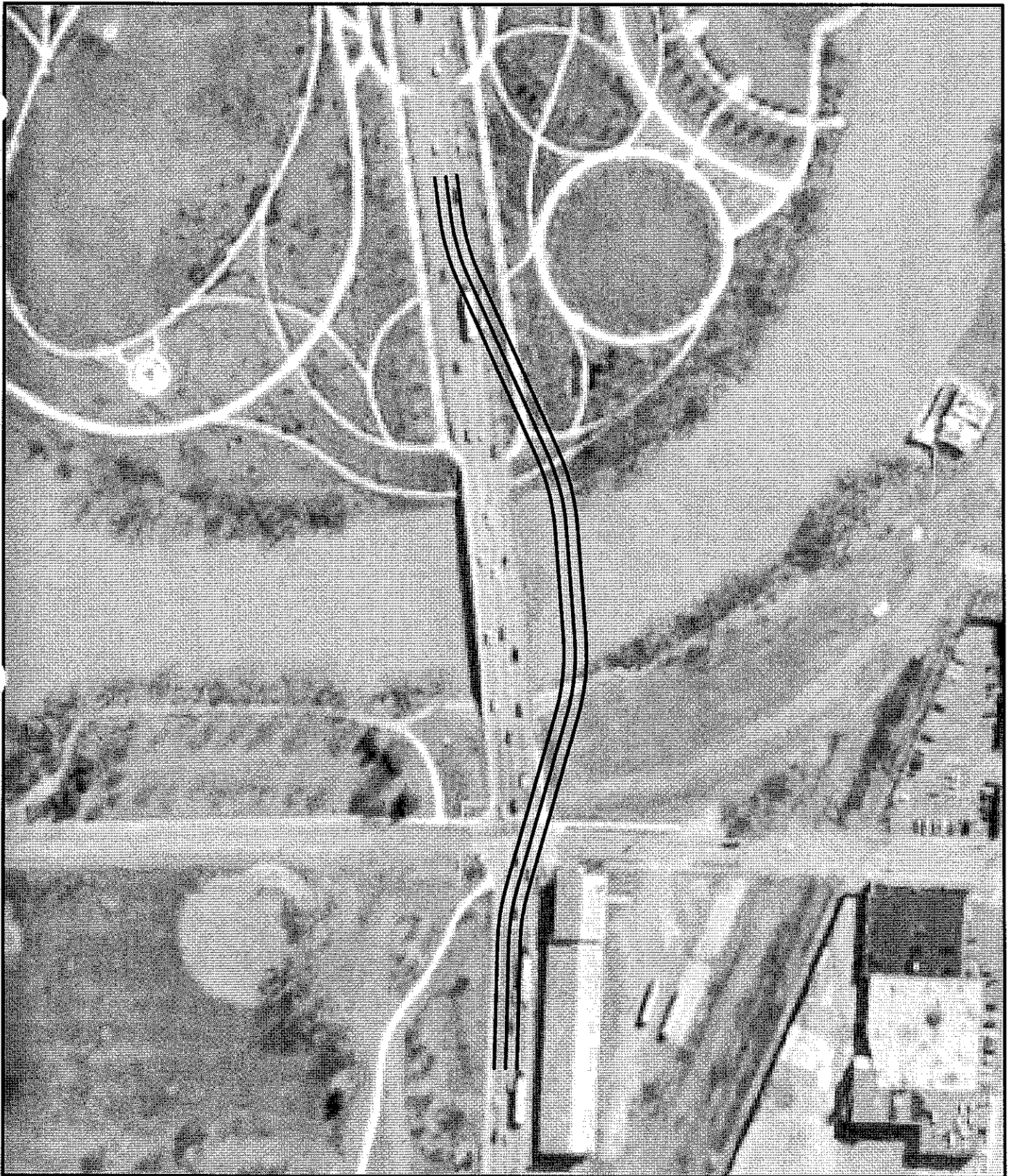
#### **WATERWAY / ROADWAY PROFILE**

With the exception of the angled arch legs, this option completely removes the obstruction of piers in the waterway. The existing roadway profile and low structure grade can also be maintained since the support structure occurs above the roadway.

#### **POTENTIAL RANGE OF PROJECT COSTS**

Due to the large foundations and complexity of constructing the arch, this option will likely be the most expensive of the signature bridges. The project cost range will be between \$10,000,000 and \$15,000,000. The cost to maintain traffic using the temporary bridge option could add around \$2,000,000 to the project cost. Therefore the total cost would be between \$12,000,000 and \$17,000,000.

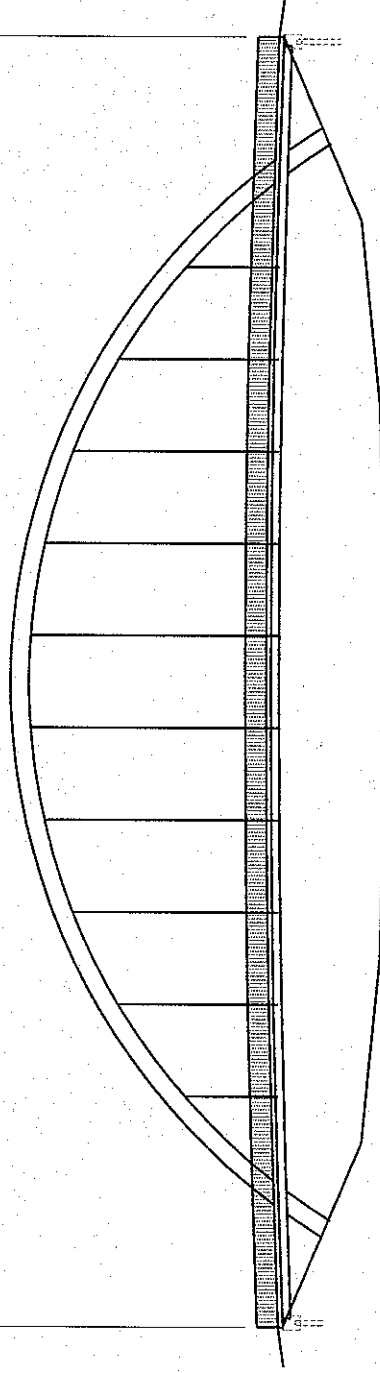




POSSIBLE TEMPORARY RUNAROUND  
CLINTON STREET  
OVER ST. MARY'S RIVER

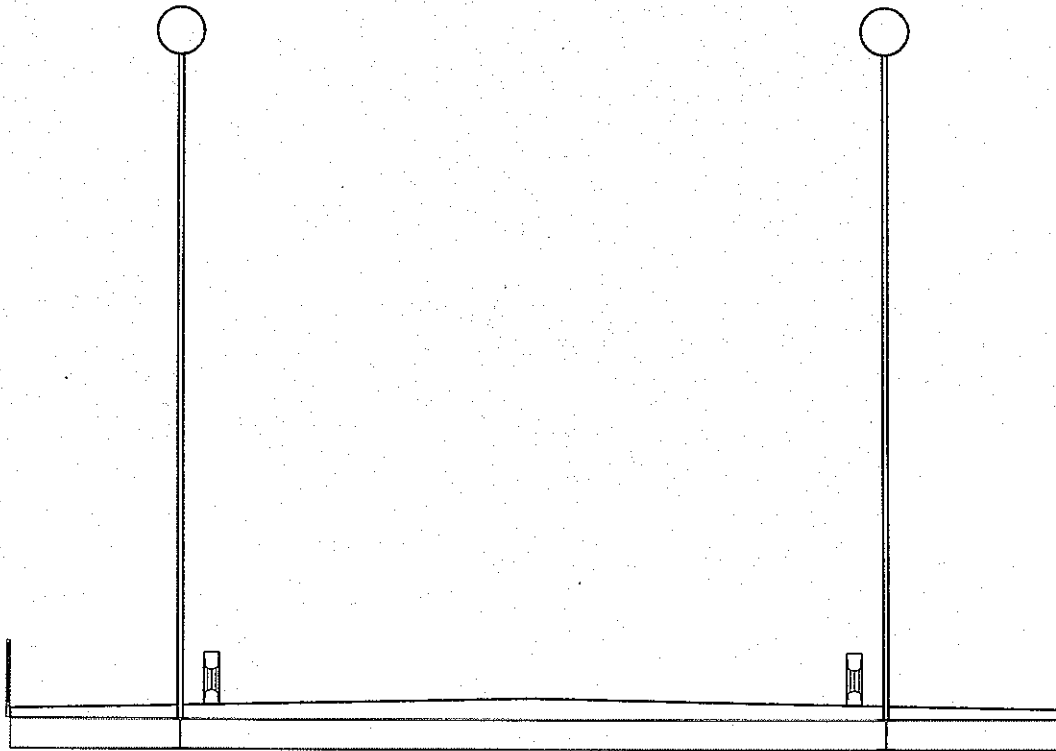


280'-0"



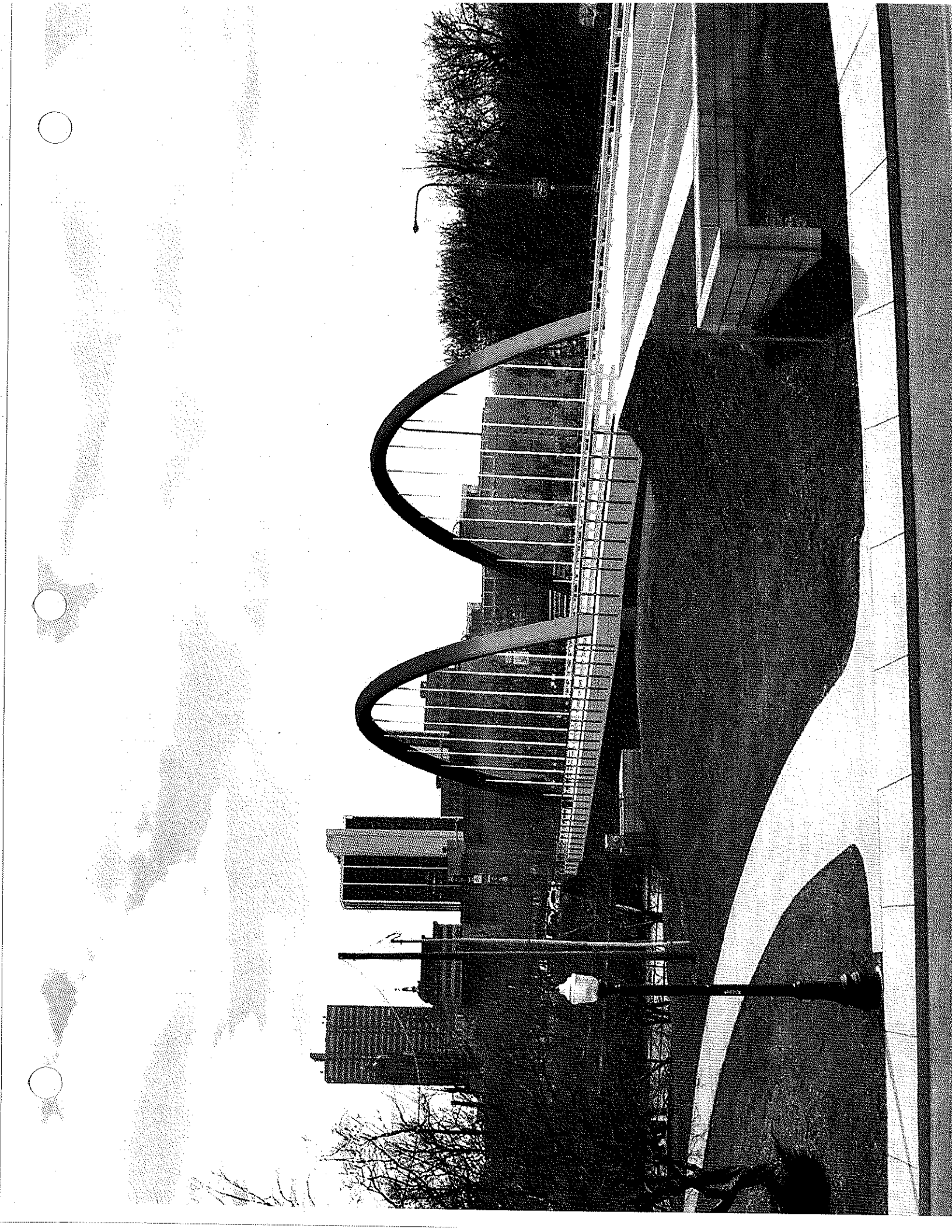
PROPOSED BRIDGE ELEVATION  
CLINTON STREET  
OVER ST. MARY'S RIVER

OPTION 1A



TYPICAL BRIDGE CROSS SECTION  
CLINTON STREET  
OVER ST. MARY'S RIVER

OPTION 1A



## **OPTION 1.B**

### **CABLE STAYED BRIDGE**

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#### **DESCRIPTION**

This option consists of replacing the existing Martin Luther King, Jr. Memorial Bridge with a new cable stayed signature structure. The vertical supports would consist of either two or four pylons constructed of steel or concrete. (See Drawings & Rendering for Details)

#### **GATEWAY AND HISTORICAL THEME**

As a signature structure this bridge will become a historic Fort Wayne landmark. The bridge has no cross members to act as a gateway; however, the height of the pylons will frame the downtown skyline. If there is a desire to highlight historical themes, symbols or words could be incorporated into the vertical elements.

#### **ANTICIPATED CONSTRUCTION DETAILS**

Construction of the pylon foundations and base will occur in the stream. The superstructure can be built on falsework similar to slab bridge construction. The pylons and cables can be installed after the deck is completed.

#### **TRAFFIC CONTROL**

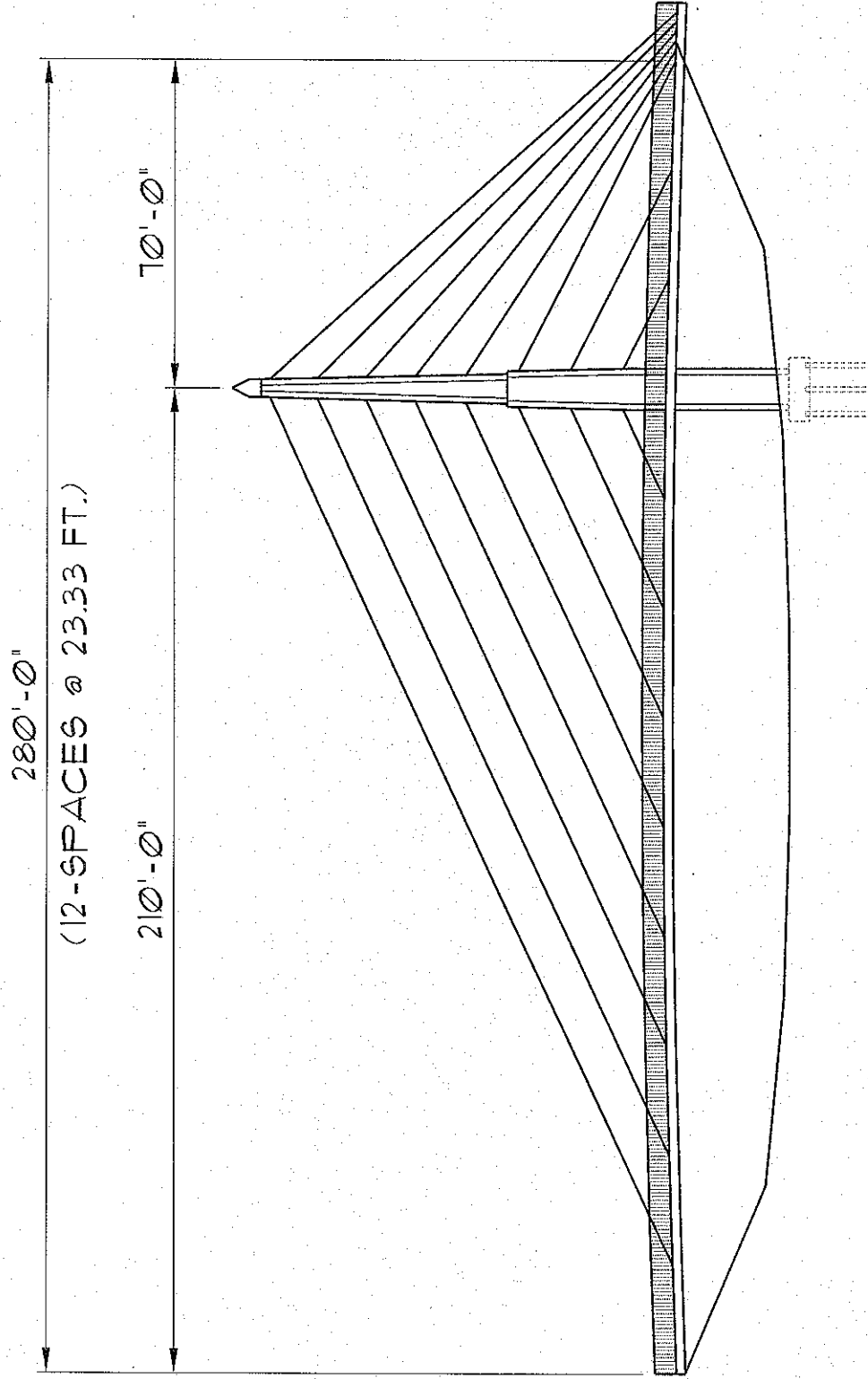
Using the existing bridge to maintain traffic during construction is not feasible. A temporary bridge would be required to redirect traffic around the work site. (Similar to Option 1.A)

#### **WATERWAY / ROADWAY PROFILE**

The pylon piers will be larger than the existing piers, but an equivalent waterway area can be maintained since the total number of piers is less. The existing roadway profile and low structure grade can also be maintained since the support structure occurs above the roadway.

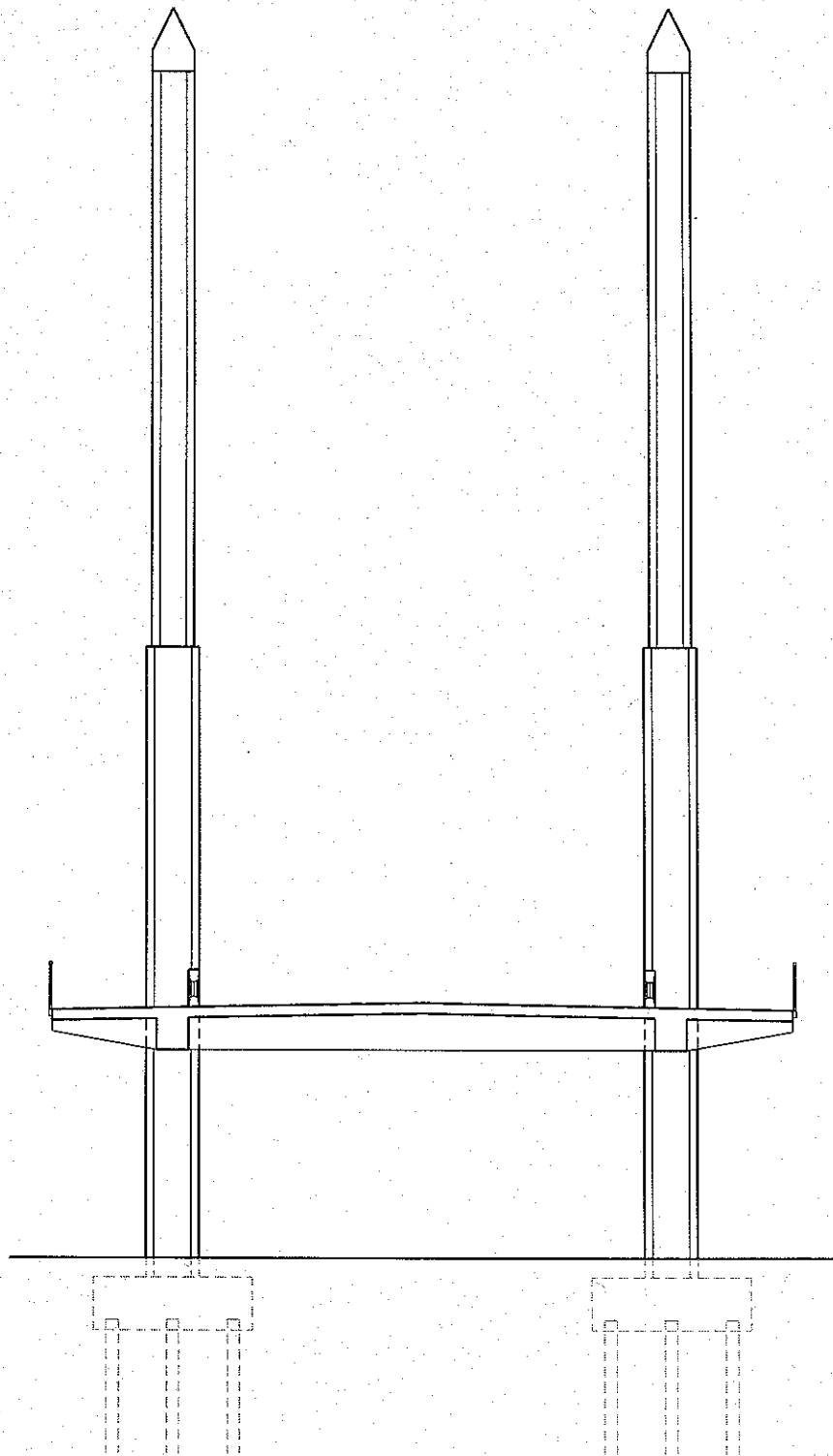
#### **POTENTIAL RANGE OF PROJECT COSTS**

If the superstructure is built on falsework, the only major difference between this bridge and a more conventional type will be the pylons and cables. The project cost range will be between \$8,000,000 and \$13,000,000. The cost to maintain traffic using the temporary bridge option could add around \$2,000,000 to the project cost. Therefore the total cost would be between \$10,000,000 and \$15,000,000.



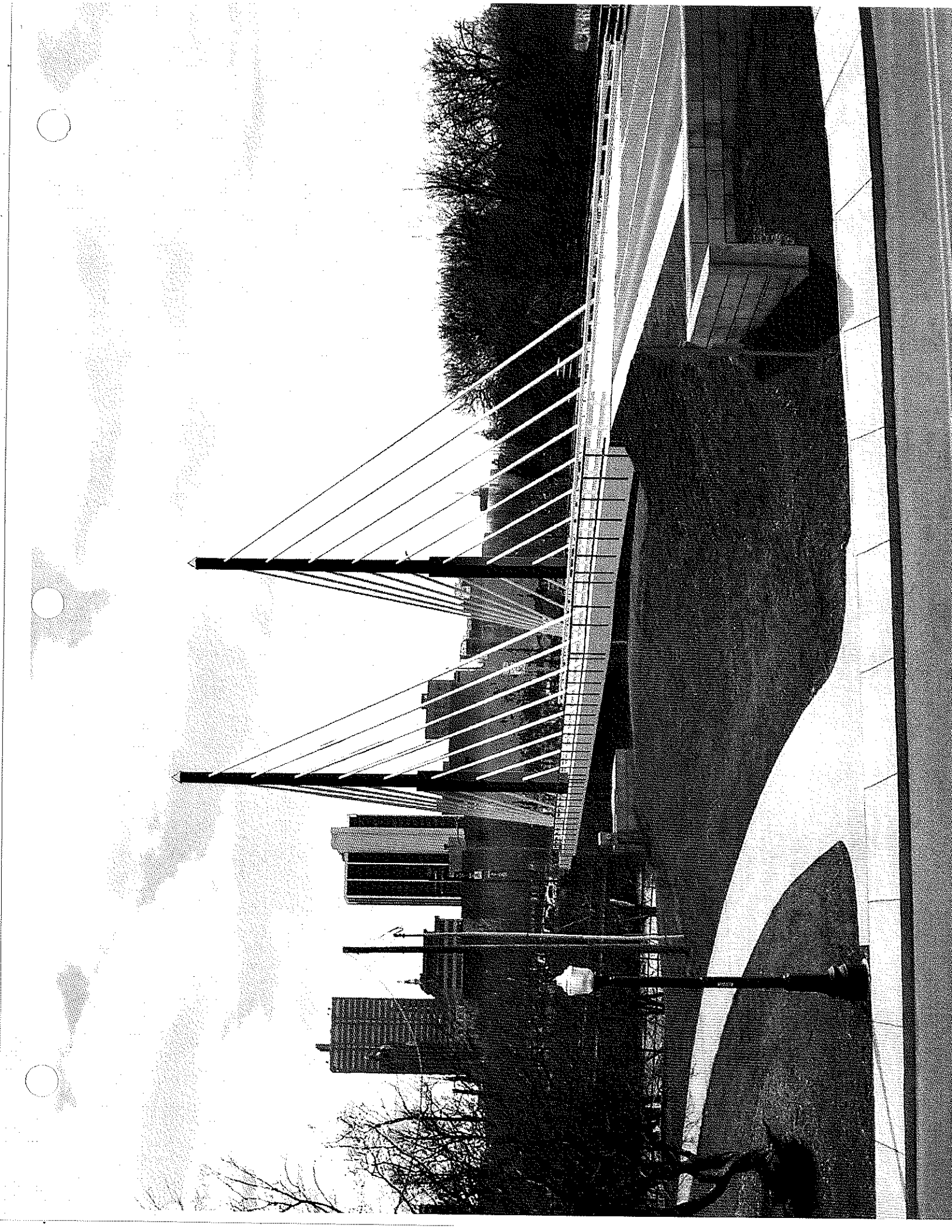
PROPOSED BRIDGE ELEVATION  
CLINTON STREET  
OVER ST. MARY'S RIVER

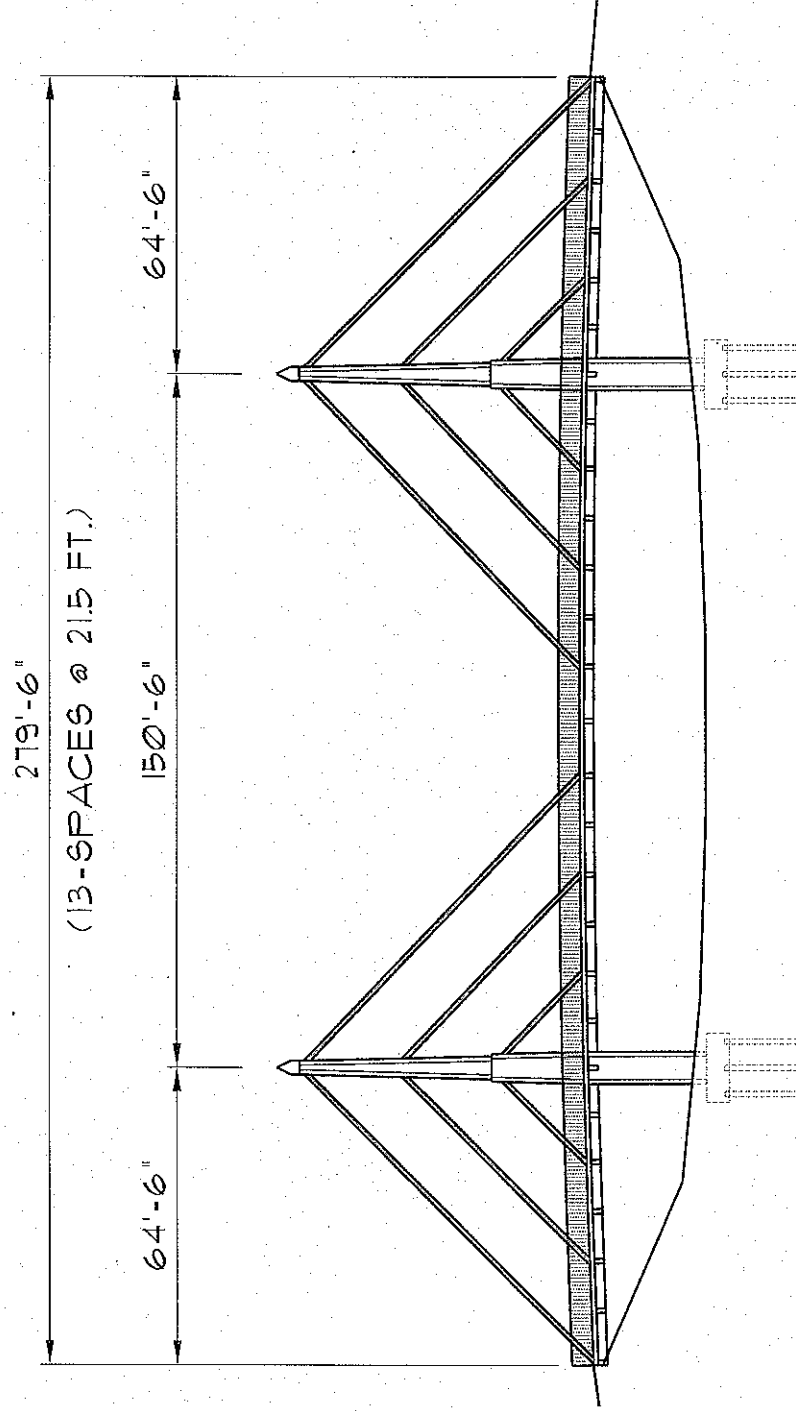
OPTION 1B



BRIDGE TYP. CROSS SECTION  
CLINTON STREET  
OVER ST. MARY'S RIVER

OPTION 1B

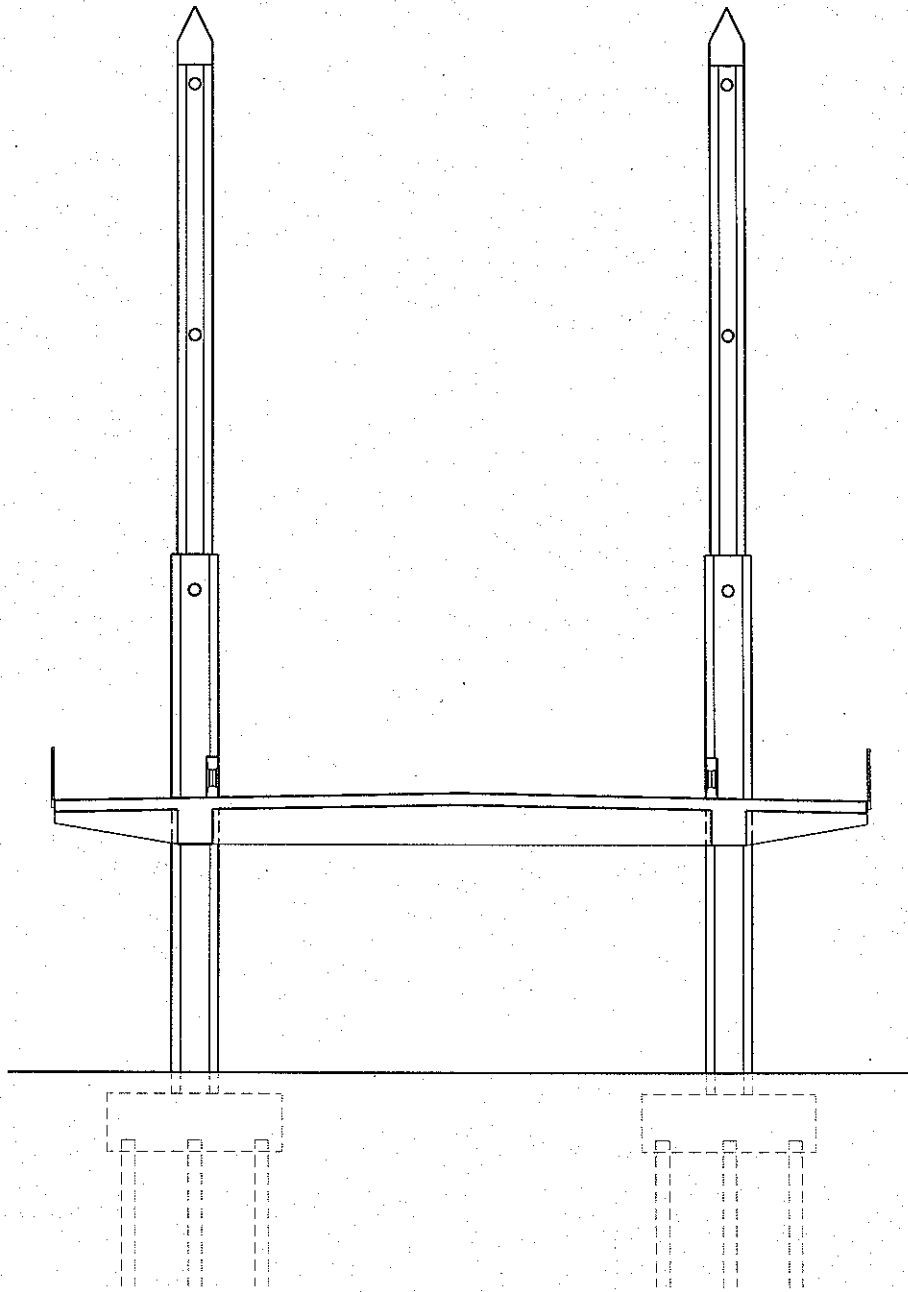




PROPOSED BRIDGE ELEVATION  
CLINTON STREET  
OVER ST. MARY'S RIVER

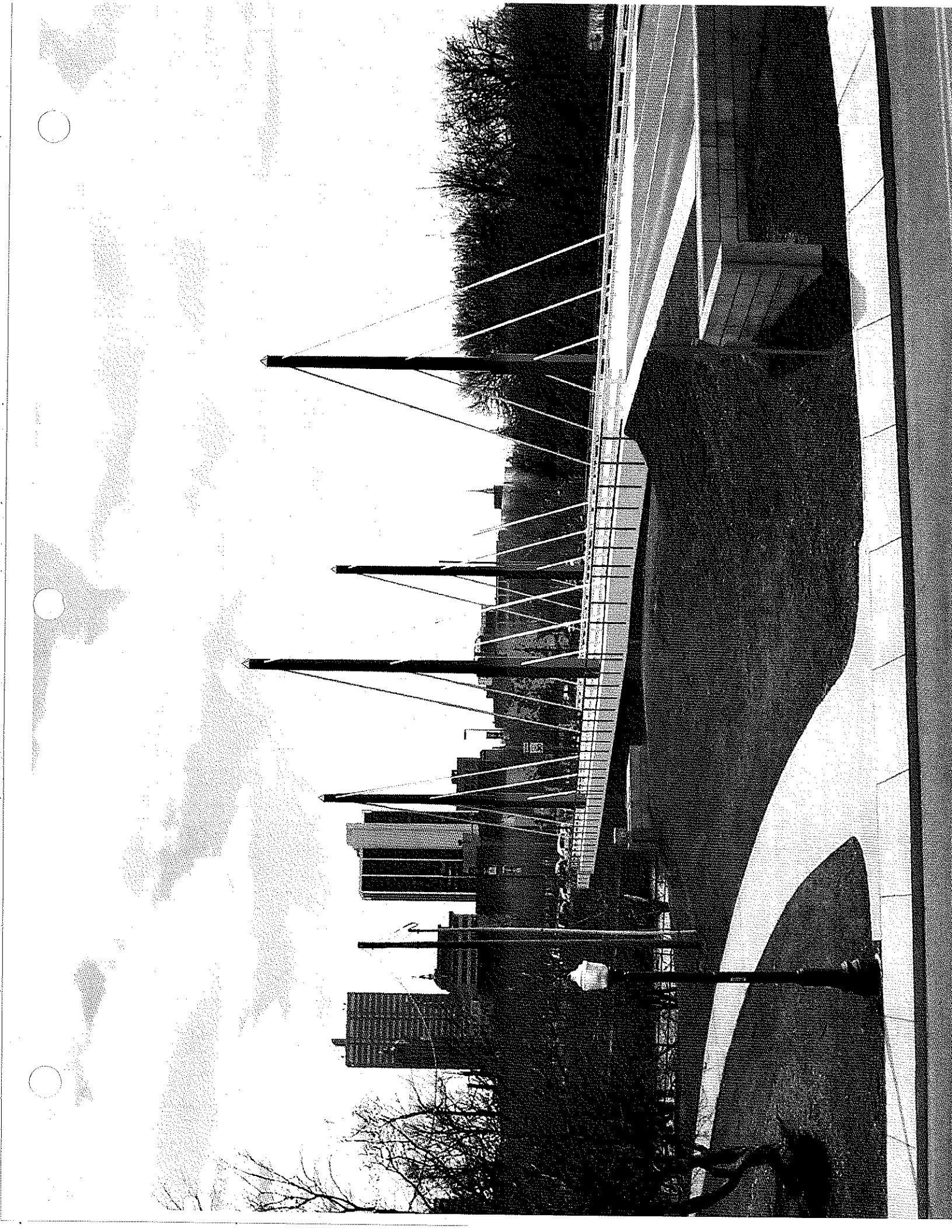
OPTION 1B





TYPICAL BRIDGE CROSS SECTION  
CLINTON STREET  
OVER ST. MARY'S RIVER

OPTION 1B



## **OPTION 1.C**

### **ARCHED TRUSS BRIDGE**

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#### **DESCRIPTION**

This option consists of replacing the existing Martin Luther King, Jr. Memorial Bridge with a new three span truss bridge. The shorter end spans would be trusses while the main span would consist of an arched truss with vertical cables. The center span trusses would be connected with lateral bracing members over the roadway. (See Drawings & Rendering for Details)

#### **GATEWAY AND HISTORICAL THEME**

The arched truss bridge is a signature structure and the cross bracing members give the appearance of an entry gateway. Signage or symbols could be included on the cross bracing members to highlight any of the themes.

#### **ANTICIPATED CONSTRUCTION DETAILS**

The only work taking place in the stream is the pier construction. Once the foundations are complete, the superstructure can be built by cantilevering from the ends. Eliminating the need for falsework makes this option more economical.

#### **TRAFFIC CONTROL**

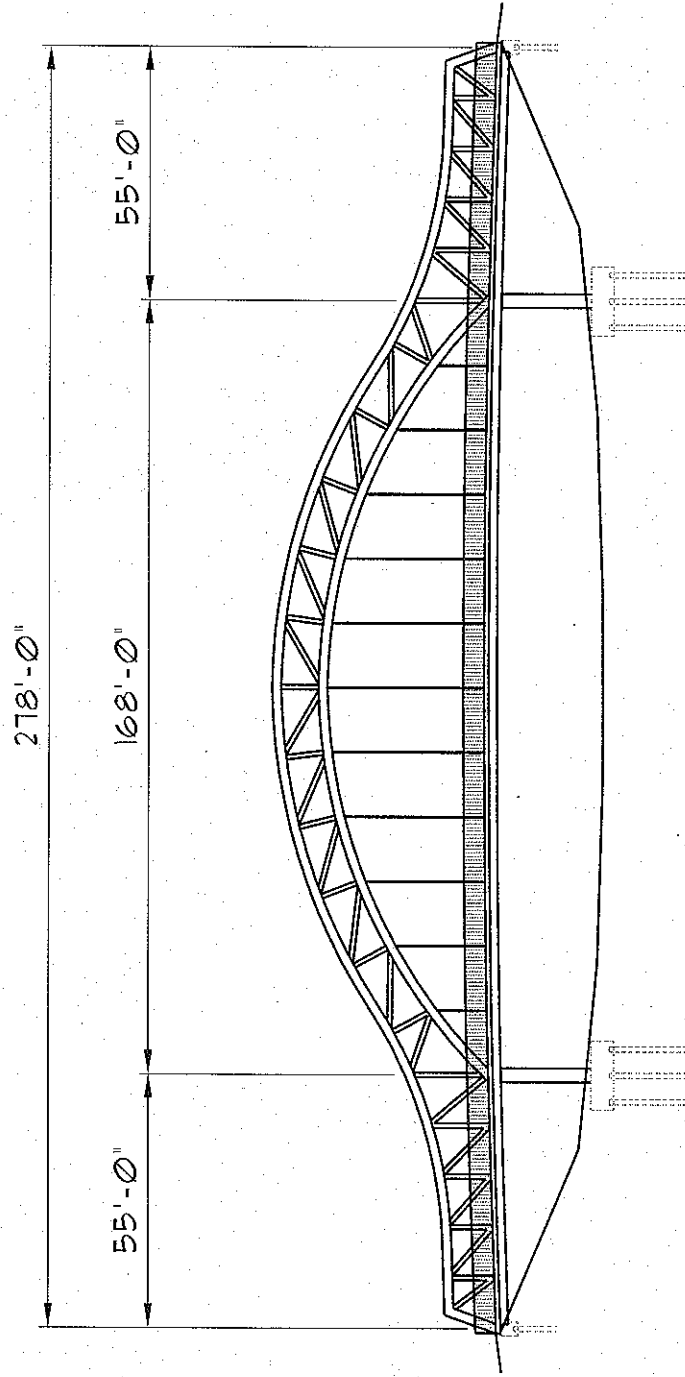
Using the existing bridge to maintain traffic during construction is not feasible. A temporary bridge would be required to redirect traffic around the work site. (Similar to Option 1.A)

#### **WATERWAY / ROADWAY PROFILE**

The new piers will be larger than the existing piers, but an equivalent waterway area can be maintained since the total number of piers is less. The existing roadway profile and low structure grade can also be maintained since the support structure occurs above the roadway.

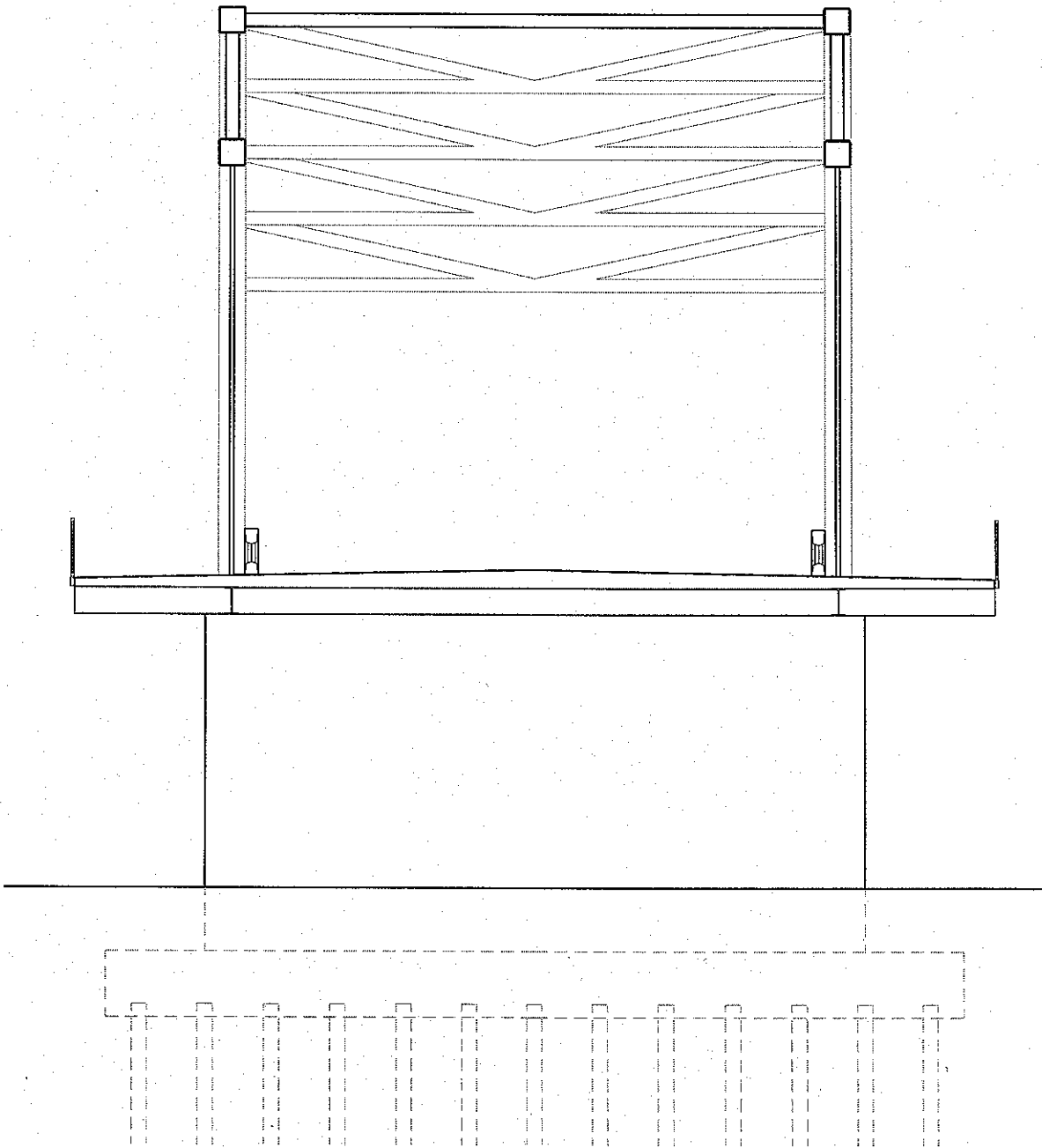
#### **POTENTIAL RANGE OF PROJECT COSTS**

Due to the simplicity of constructing the main span without falsework, this option will likely be the least expensive of the signature bridges. The project cost range will be between \$5,000,000 and \$10,000,000. The cost to maintain traffic using the temporary bridge option could add around \$2,000,000 to the project cost. Therefore the total cost would be between \$7,000,000 and \$12,000,000.



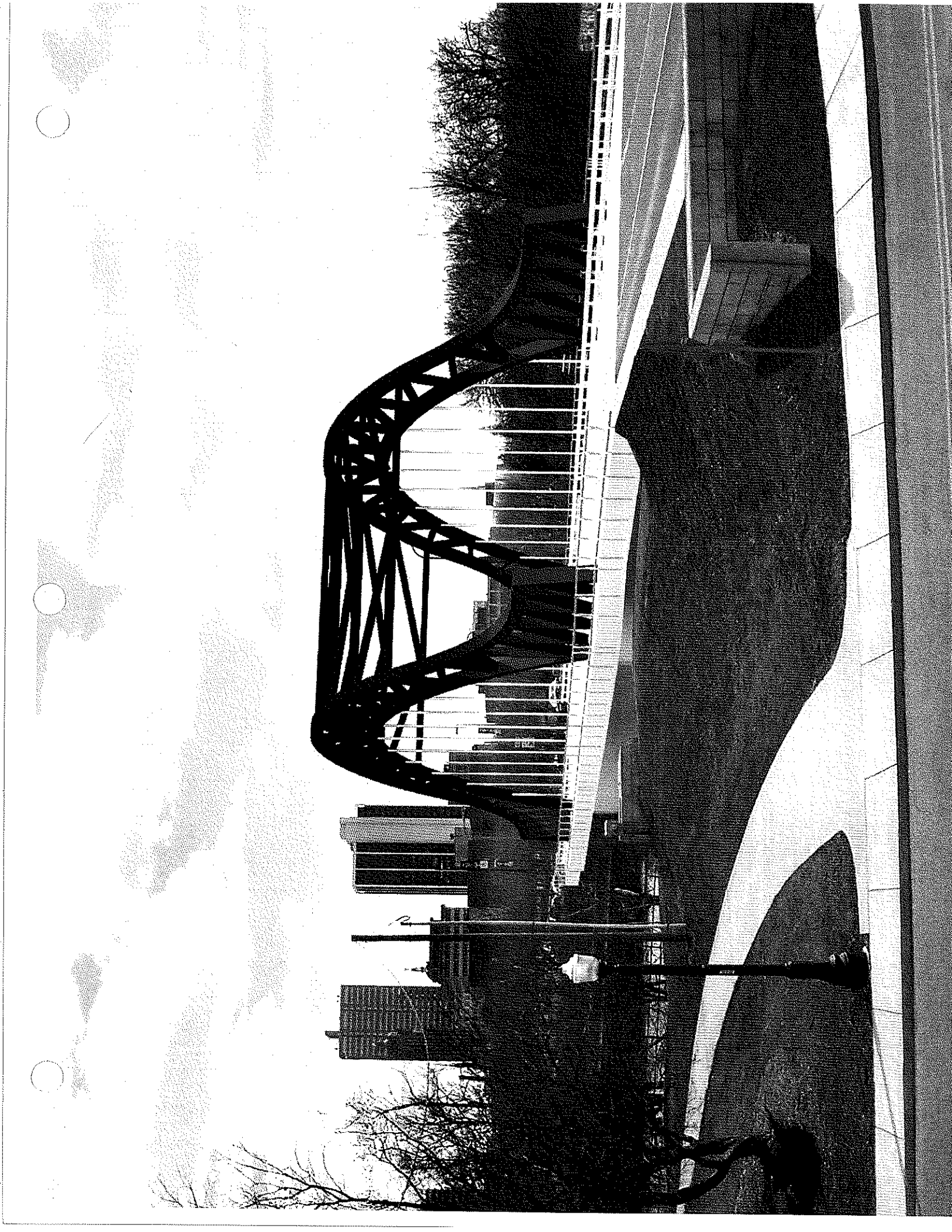
PROPOSED BRIDGE ELEVATION  
CLINTON STREET  
OVER ST. MARY'S RIVER

OPTION 1C



TYPICAL BRIDGE CROSS SECTION  
CLINTON STREET  
OVER ST. MARY'S RIVER

OPTION 1C



## **OPTION 2.A**

### **SLAB BRIDGE WITH TRADITIONAL DETAILS**

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#### **DESCRIPTION**

This option consists of replacing the existing Martin Luther King, Jr. Memorial Bridge with a new three-span post-tensioned variable-depth slab bridge. This is INDOT's recommended replacement structure. The bridge would feature lookouts at each pier and bent location. Columns clad with brick or stone and concrete would be positioned by the lookouts. The columns at the entry to the bridge would support an ornamental archway. The railing features decorative steel in the window openings and along the top. (See Drawings & Rendering for Details) Bench seating and potted plants could be added to the overlook areas at the piers and abutments.

#### **GATEWAY AND HISTORICAL THEME**

The entry feature serves as a gateway and also provides the opportunity to include other themes by adding words or symbols. The bridge would highlight the Kekionga theme by featuring blackberries in the railing grills.

#### **ANTICIPATED CONSTRUCTION DETAILS**

The pier foundations will be constructed in the stream and the superstructure will most likely be built on falsework. The columns and decorative steel will require the use of different trades possibly increasing construction time.

#### **TRAFFIC CONTROL**

The construction could be phased and the existing bridge used to maintain traffic during construction. This feature makes the option more economical.

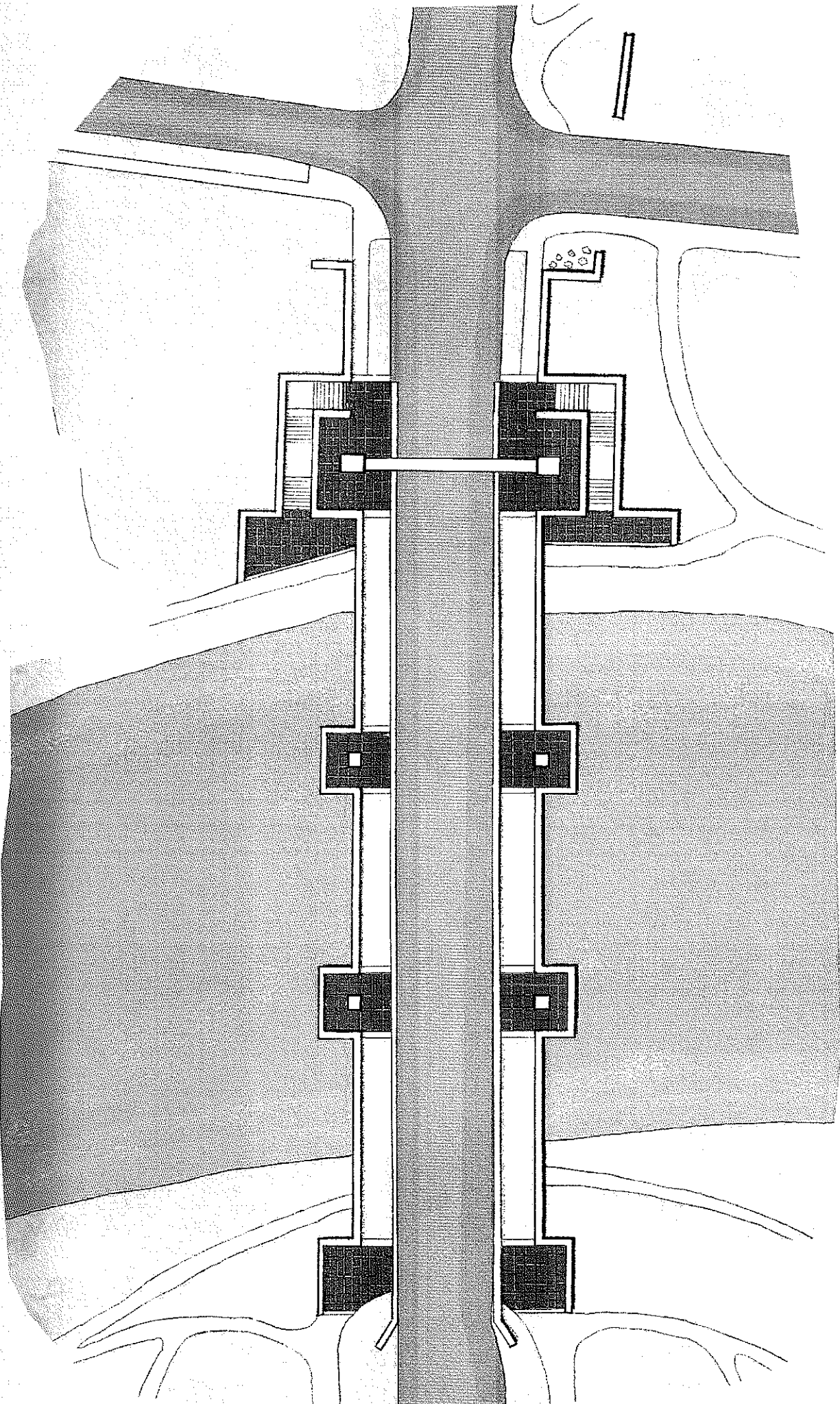
#### **WATERWAY / ROADWAY PROFILE**

The new piers will be slightly larger than the existing piers, but an equivalent waterway area can be maintained since the total number of piers is reduced from six to two. The existing roadway profile can be maintained and the variable depth slab will not significantly increase the low profile elevation which was the purpose for selecting this type of superstructure.

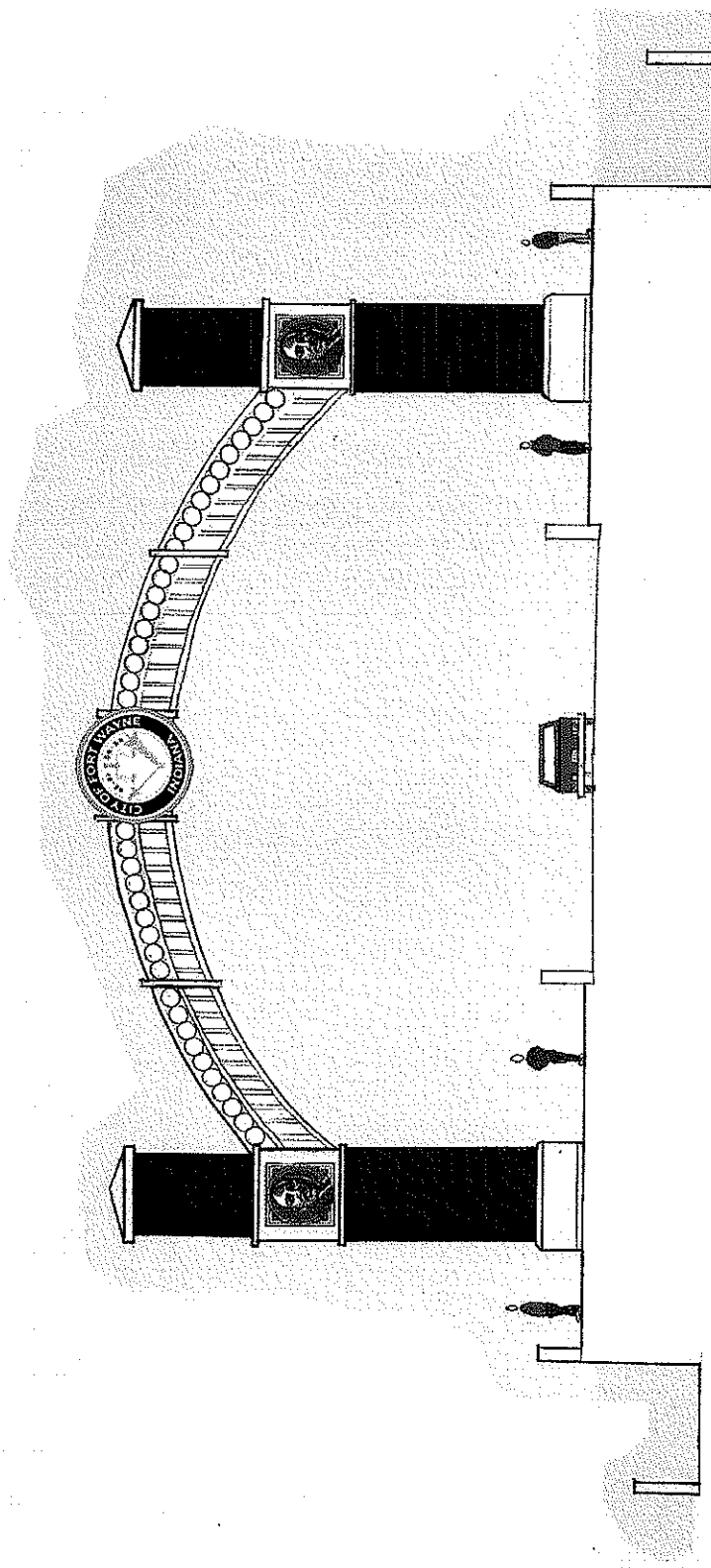
#### **POTENTIAL RANGE OF PROJECT COSTS**

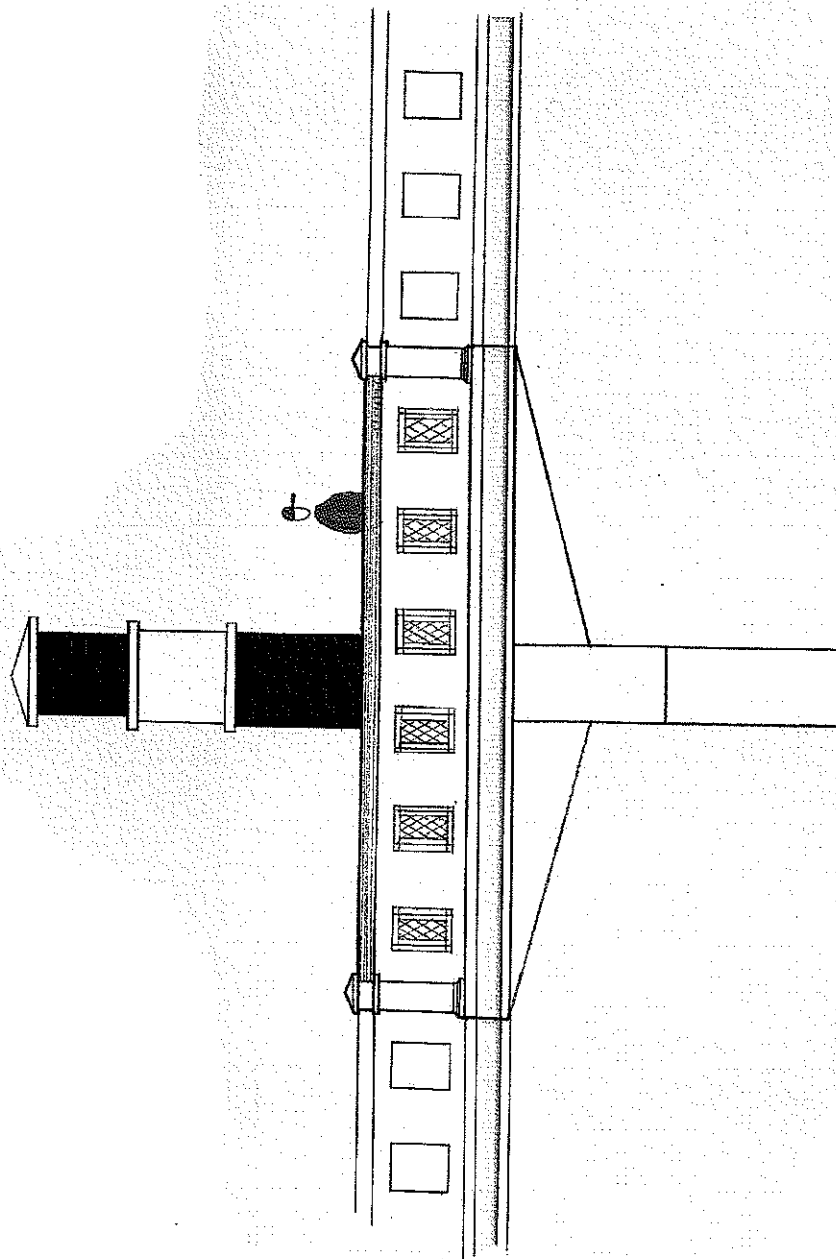
This bridge utilizes the conventional INDOT structure which is estimated at between \$2,500,000 and \$3,000,000. With special features added the resulting total cost range is between \$4,000,000 and \$5,000,000.



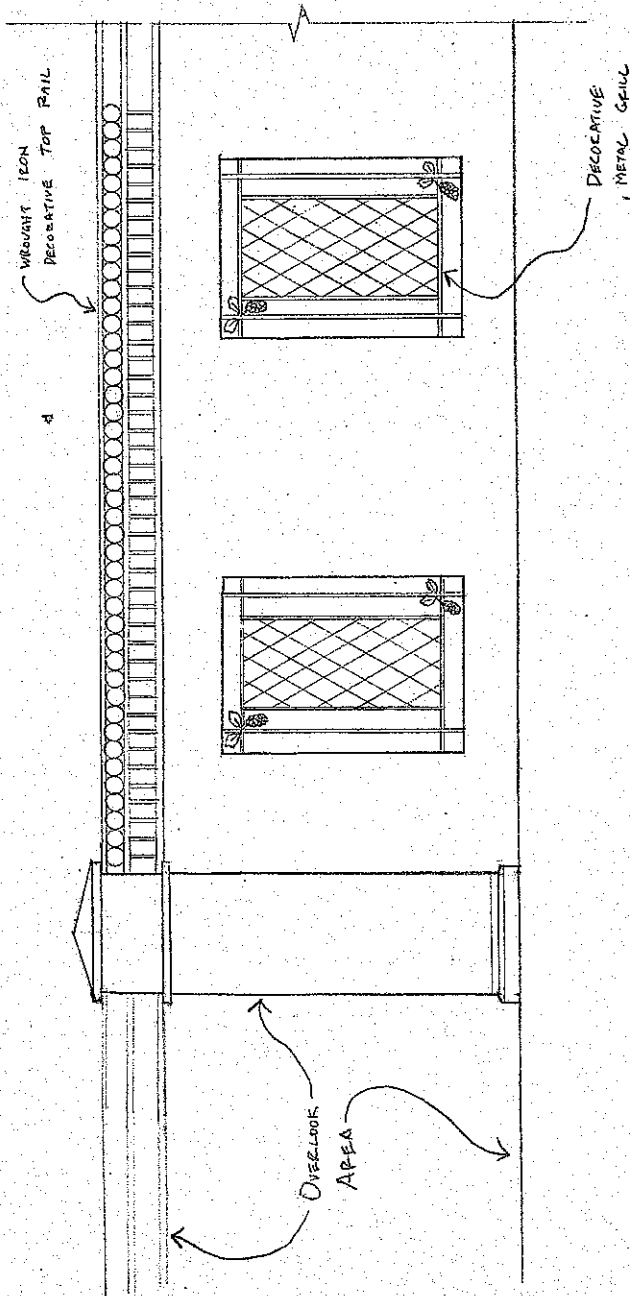








PEDESTAL RAIL DETAIL  
1" = 1'



## **OPTION 2.B**

### **SLAB BRIDGE WITH CONTEMPORARY ENCLOSURE**

#### **DESCRIPTION**

This option consists of replacing the existing Martin Luther King, Jr. Memorial Bridge with a new three-span post-tensioned variable-depth slab bridge. The bridge would feature a walkway with lookouts at each pier on the east side only. This area would be covered by a curved glass structure that would be closed off to the traffic side and open to the river side. This enclosure would accommodate a museum and protect pedestrians from the elements. (See Drawings & Rendering for Details)

#### **GATEWAY AND HISTORICAL THEME**

The enclosure would contain exhibits, creating a museum that brings to light all the historical themes. The exhibits could be ordered chronologically to form a linear timeline. In addition, the shapes and materials draw the Headwaters Park theme to the north side of the river.

#### **ANTICIPATED CONSTRUCTION DETAILS**

The pier foundations will be constructed in the stream and the superstructure will most likely be built on falsework. The enclosure and exhibits will require the use of different trades possibly increasing construction time.

#### **TRAFFIC CONTROL**

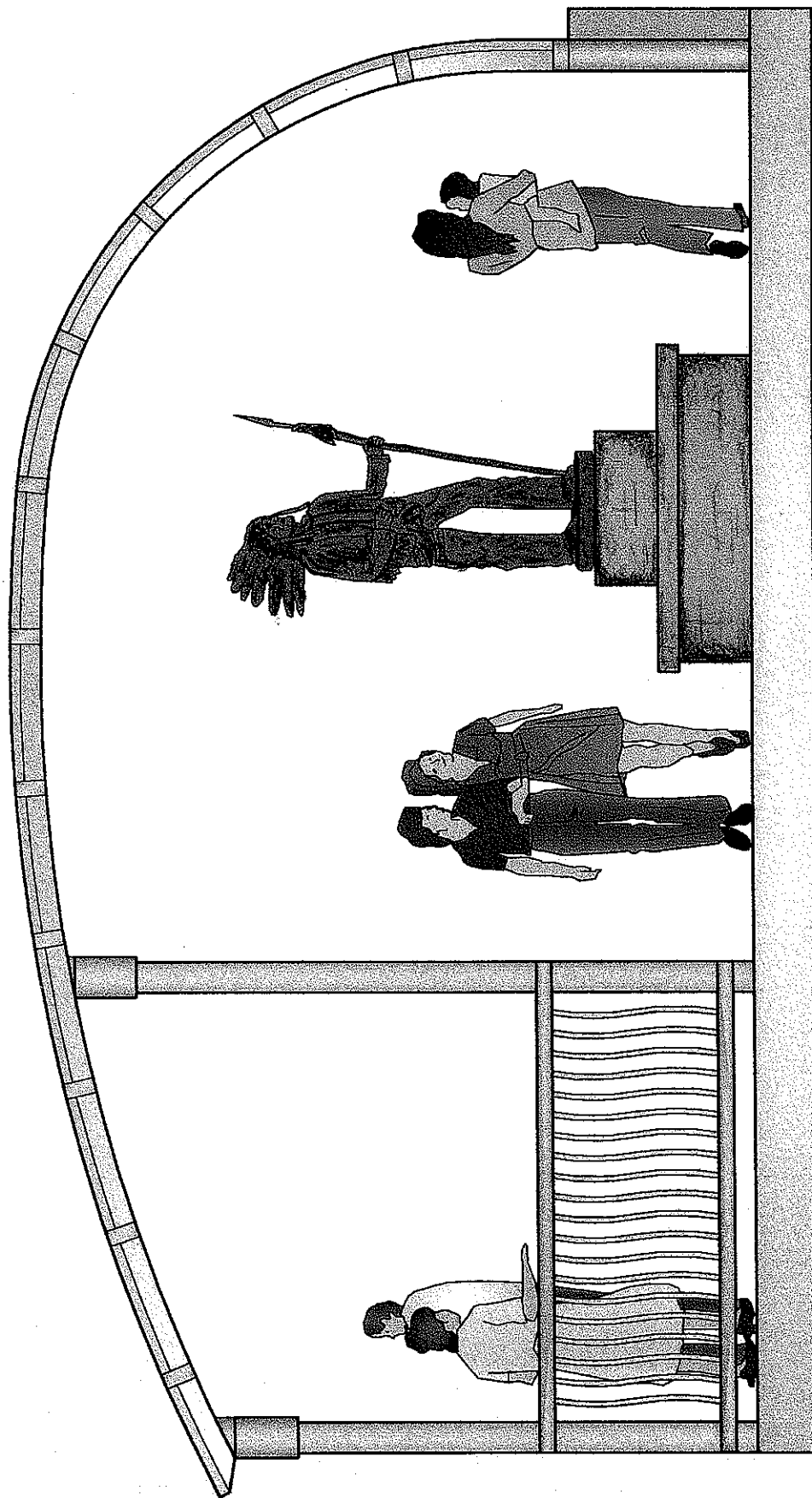
The construction could be phased and the existing bridge used to maintain traffic during construction. This feature makes the option more economical.

#### **WATERWAY / ROADWAY PROFILE**

The new piers will be slightly larger than the existing piers, but an equivalent waterway area can be maintained since the total number of piers is reduced from six to two. The existing roadway profile can be maintained and the variable depth slab will not significantly increase the low profile elevation.

#### **POTENTIAL RANGE OF PROJECT COSTS**

This bridge utilizes the conventional INDOT structure which is estimated at between \$2,500,000 and \$3,000,000. With special features added the resulting total cost range is between \$4,000,000 and \$5,000,000.



PROMINADE WALKWAY

ROADWAY

OVERLOOK AREA

### **OPTION 3**

## **PEDESTRIAN BRIDGE OVER ST MARY'S RIVER**

#### **DESCRIPTION**

This option consists of constructing a signature pedestrian bridge parallel to the MLK Bridge. The structure would be composed of a single arch supporting a walkway with cables on each side. The walkways converge at the ends where the arch extends below the deck. (See Drawings & Rendering for Details) The bridge could be built on the east or west side of the MLK bridge depending on the planned use of the parks.

#### **GATEWAY AND HISTORICAL THEME**

The single arch bridge is generally a signature structure option only and does not provide an entry gateway, however it is visible from the roadway providing a partial frame for the downtown skyline. The trail heads at each end of the bridge may provide an opportunity to include signage or symbols to highlight historical themes.

#### **ANTICIPATED CONSTRUCTION DETAILS**

A large foundation will be required at the base of each leg of the arch to carry the vertical and horizontal components of the load. Construction of this foundation can occur on the bank which is more economical than in the stream.

#### **TRAFFIC CONTROL**

This bridge can be constructed without regard to traffic control.

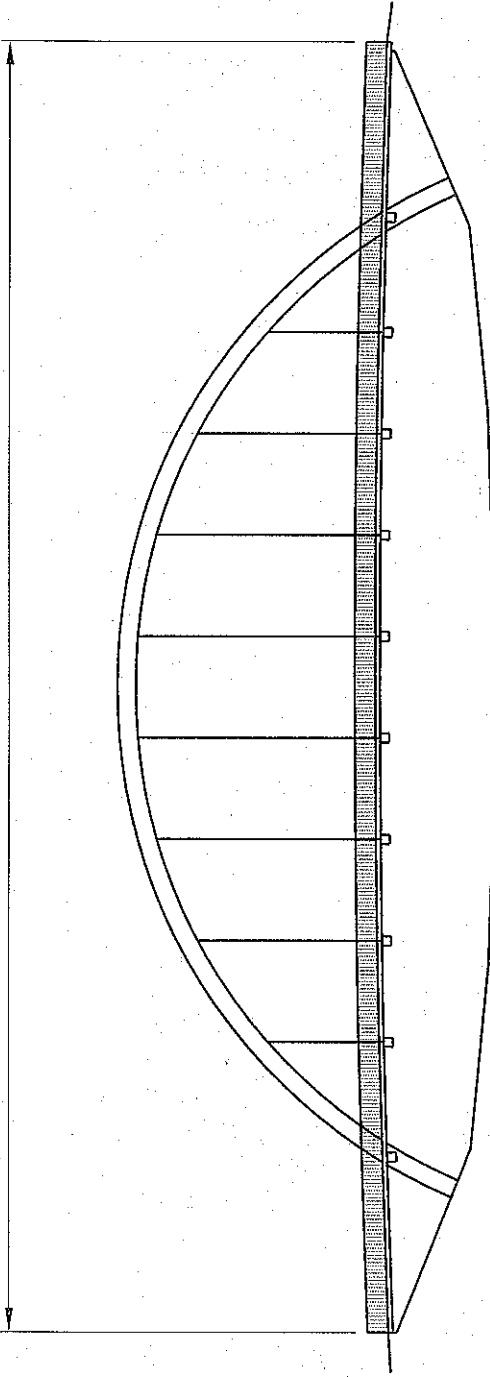
#### **WATERWAY / ROADWAY PROFILE**

There will be no piers in the water way and the profile will be set to maintain the hydraulic performance of the river.

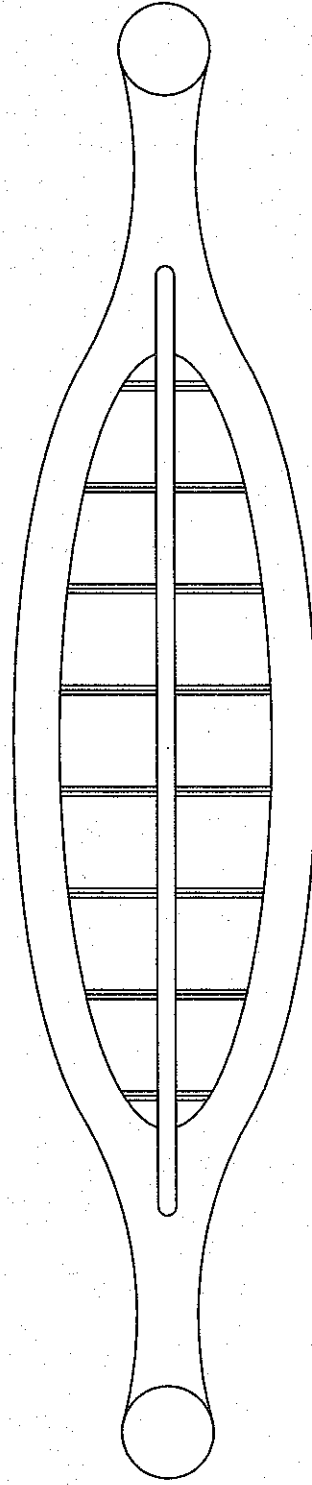
#### **POTENTIAL RANGE OF PROJECT COSTS**

This structure is anticipated to have a project cost range between \$2,500,000 and \$4,500,000.

280'-0"



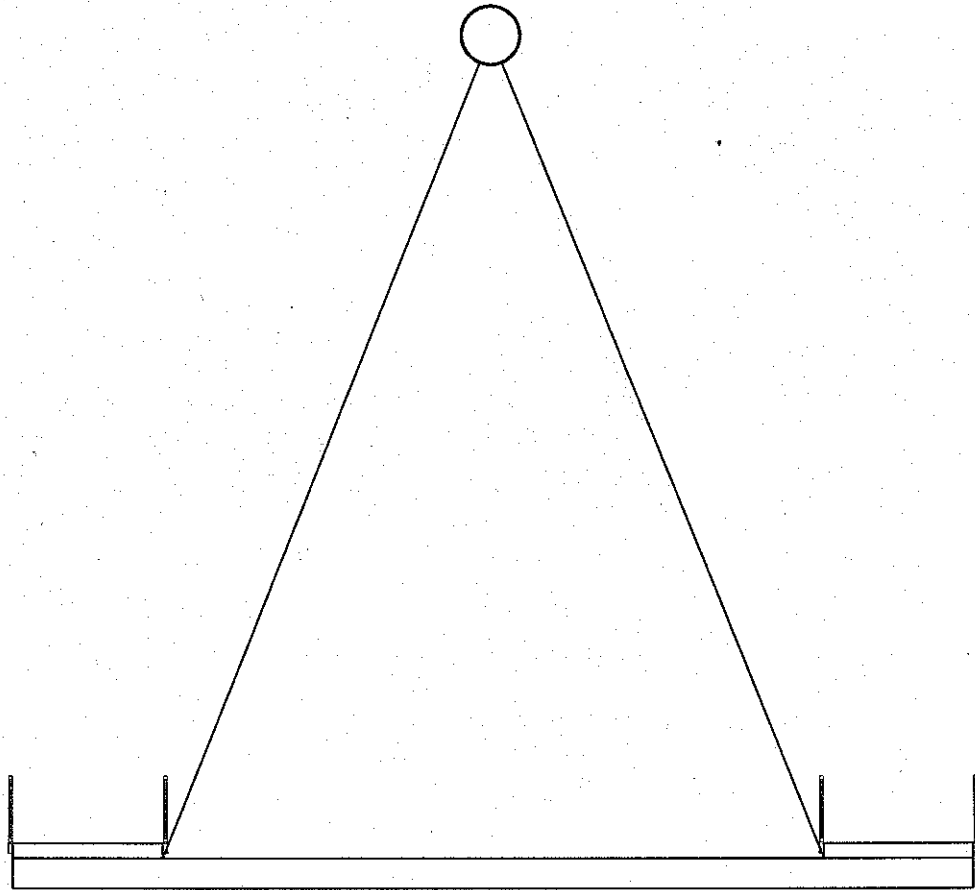
ELEVATION



PLAN

PROPOSED BRIDGE PLAN AND ELEVATION  
CLINTON STREET  
OVER ST. MARY'S RIVER

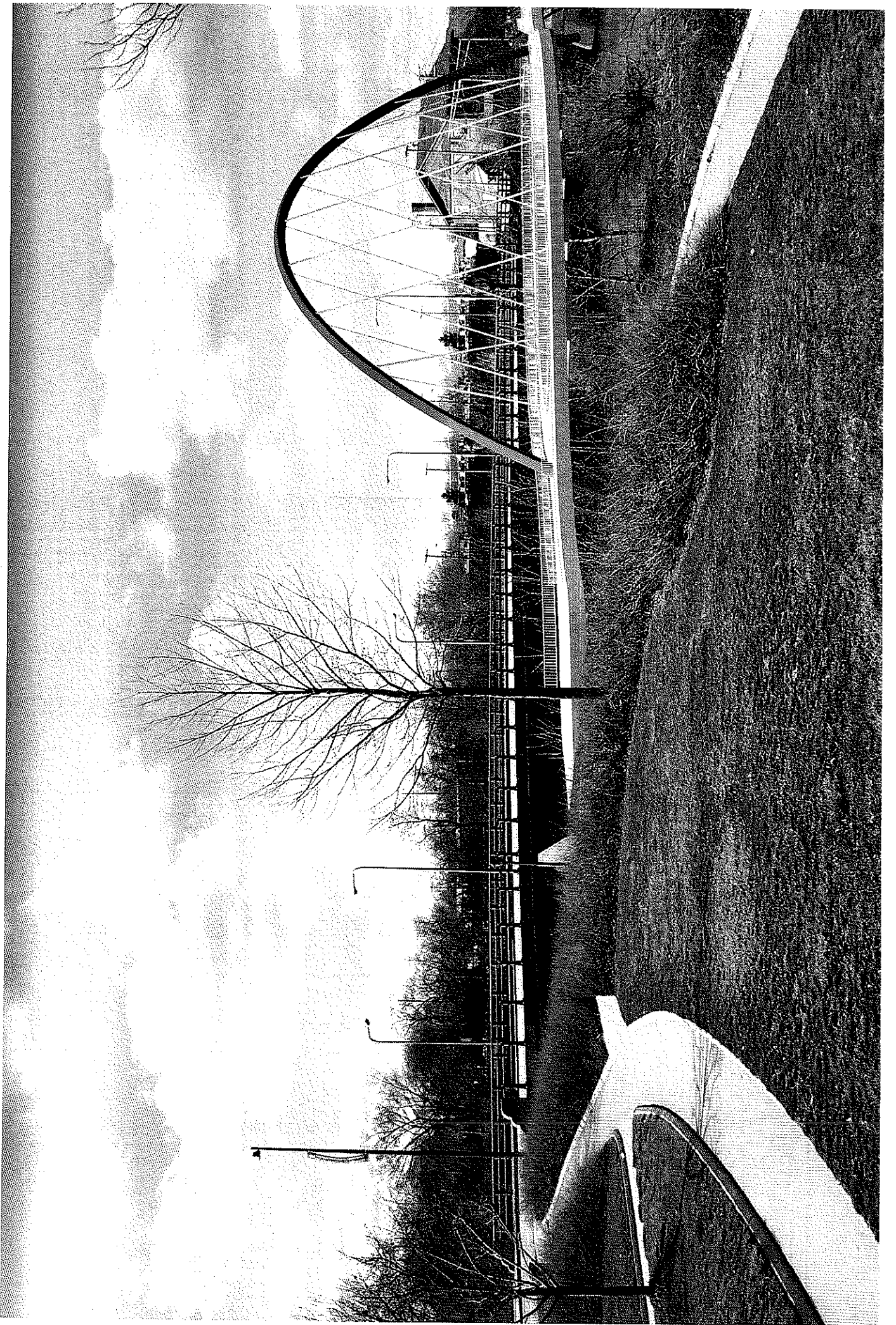
OPTION 3



TYPICAL BRIDGE CROSS SECTION  
CLINTON STREET  
OVER ST. MARY'S RIVER

OPTION 3





## **OPTION 4**

### **FREESTANDING GATEWAY MONUMENT**

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#### **DESCRIPTION**

This option consists of constructing a freestanding monument at the north end of the MLK bridge. Several options exist for the shape of this structure however it will likely consist of a steel core in a triangular in cross section and clad in stainless steel. (See Drawings & Rendering for Details)

#### **GATEWAY AND HISTORICAL THEME**

The structure serves as a gateway to the downtown area. The triangular cross section pays tribute to the cities three rivers and maintains the Headwaters Park theme.

#### **ANTICIPATED CONSTRUCTION DETAILS**

The complexity of the construction will vary based on the shape; however, most likely the majority of the monument could be prefabricated reducing the amount of work in the field. Large foundations will be required at the base of monuments to resist lateral loads from wind.

#### **TRAFFIC CONTROL**

The amount of traffic control will depend on the shape of the structure. Construction can take place in a way that will not require complete road closure.

#### **WATERWAY / ROADWAY PROFILE**

Not applicable.

#### **POTENTIAL RANGE OF PROJECT COSTS**

The project cost range is between \$1,500,000 and \$4,000,000.

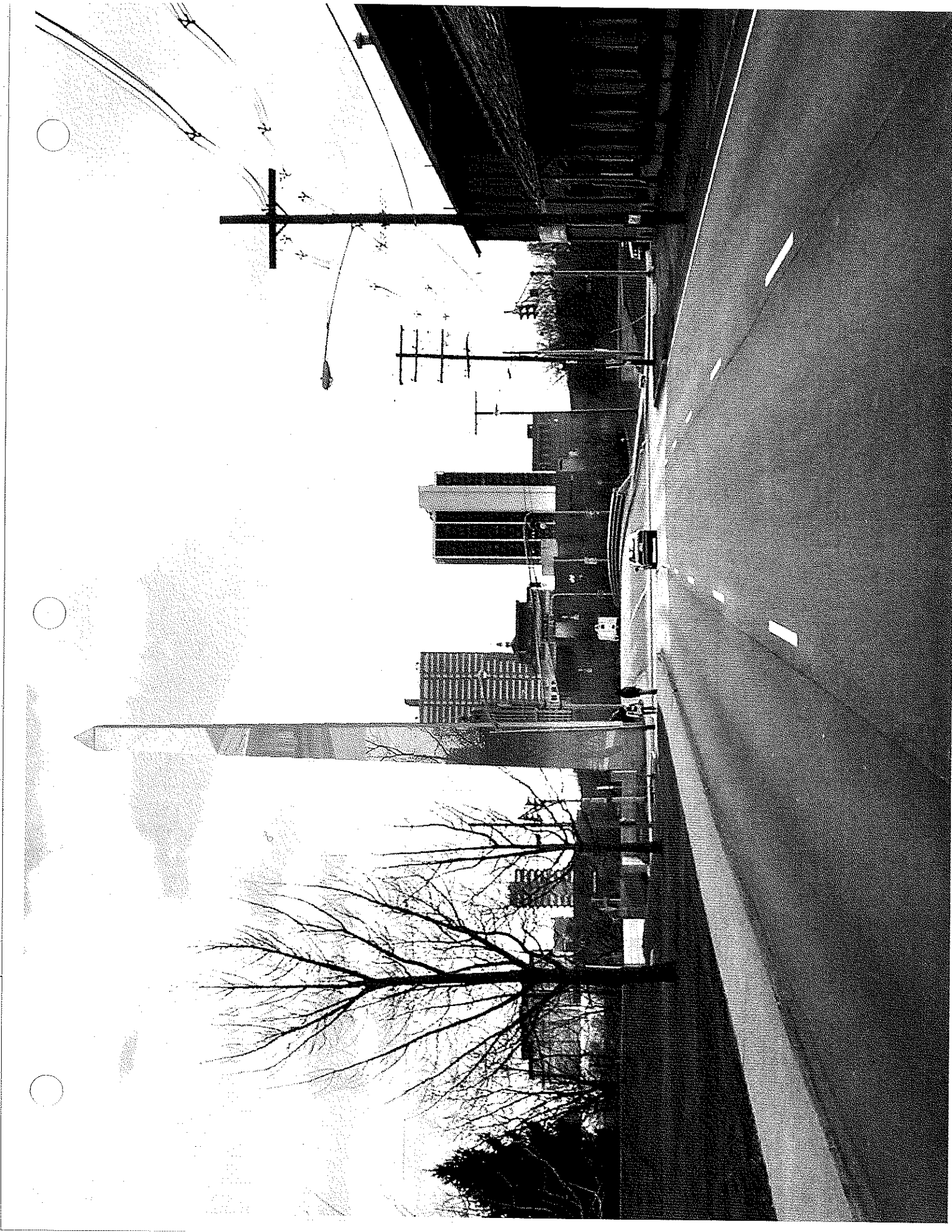












## **OPTION 5**

### **PEDESTRIAN BRIDGE OVER CLINTON STREET**

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#### **DESCRIPTION**

This option consists of constructing a signature pedestrian bridge across Clinton Street near Science Central to connect to the potential revitalization area on the west. The structure would be cable stayed with a curved alignment. (See Drawings & Rendering for Details) The length of the bridge was selected based on providing handicap accessible slopes per ADA and meeting highway clearance requirements. Using earthen ramps to achieve these criteria would block views of the downtown area.

#### **GATEWAY AND HISTORICAL THEME**

This signature structure was developed to provide a gateway similar to the freestanding monuments while providing a functional use. Applying a historical theme to this type of structure is not applicable. This bridge will become a historic Fort Wayne landmark.

#### **ANTICIPATED CONSTRUCTION DETAILS**

A large foundation will be required at the base of each pylon leg to carry the vertical and horizontal components of the load. A considerable amount of falsework may be required to construct the curved deck.

#### **TRAFFIC CONTROL**

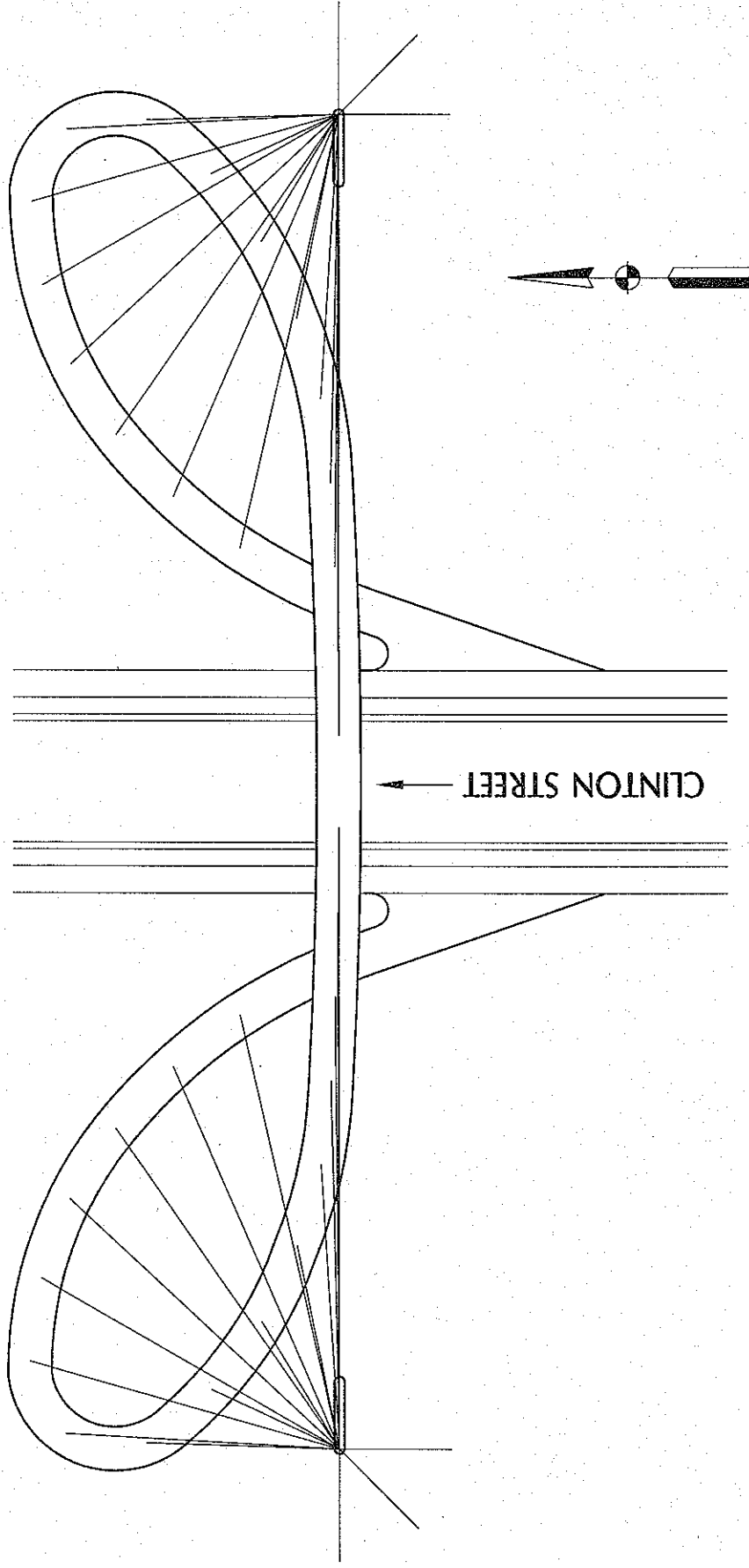
The construction could be carried out in a way that complete road closure will not be required.

#### **WATERWAY / ROADWAY PROFILE**

Not applicable.

#### **POTENTIAL RANGE OF PROJECT COSTS**

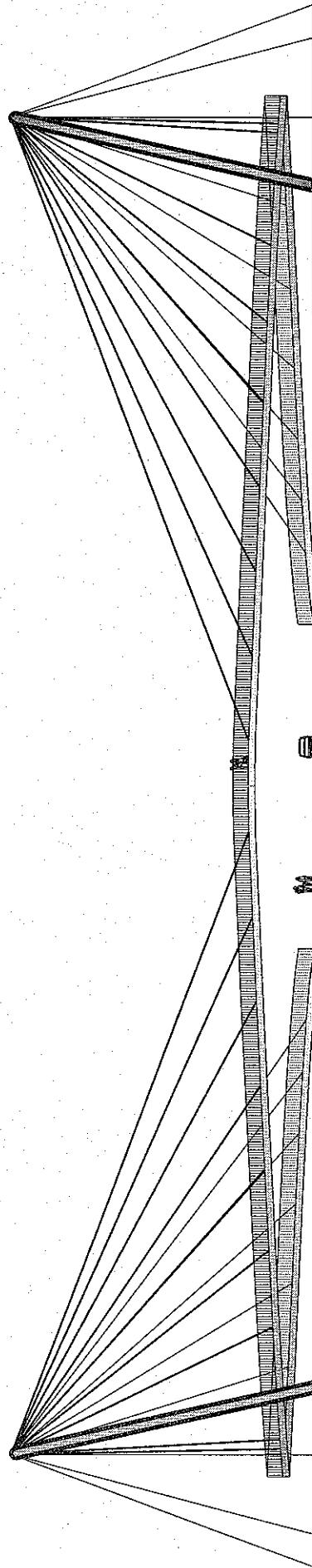
The project cost range is between \$3,000,000 and \$5,000,000.



PROPOSED PLAN  
PEDESTRIAN BRIDGE  
OVER CLINTON STREET

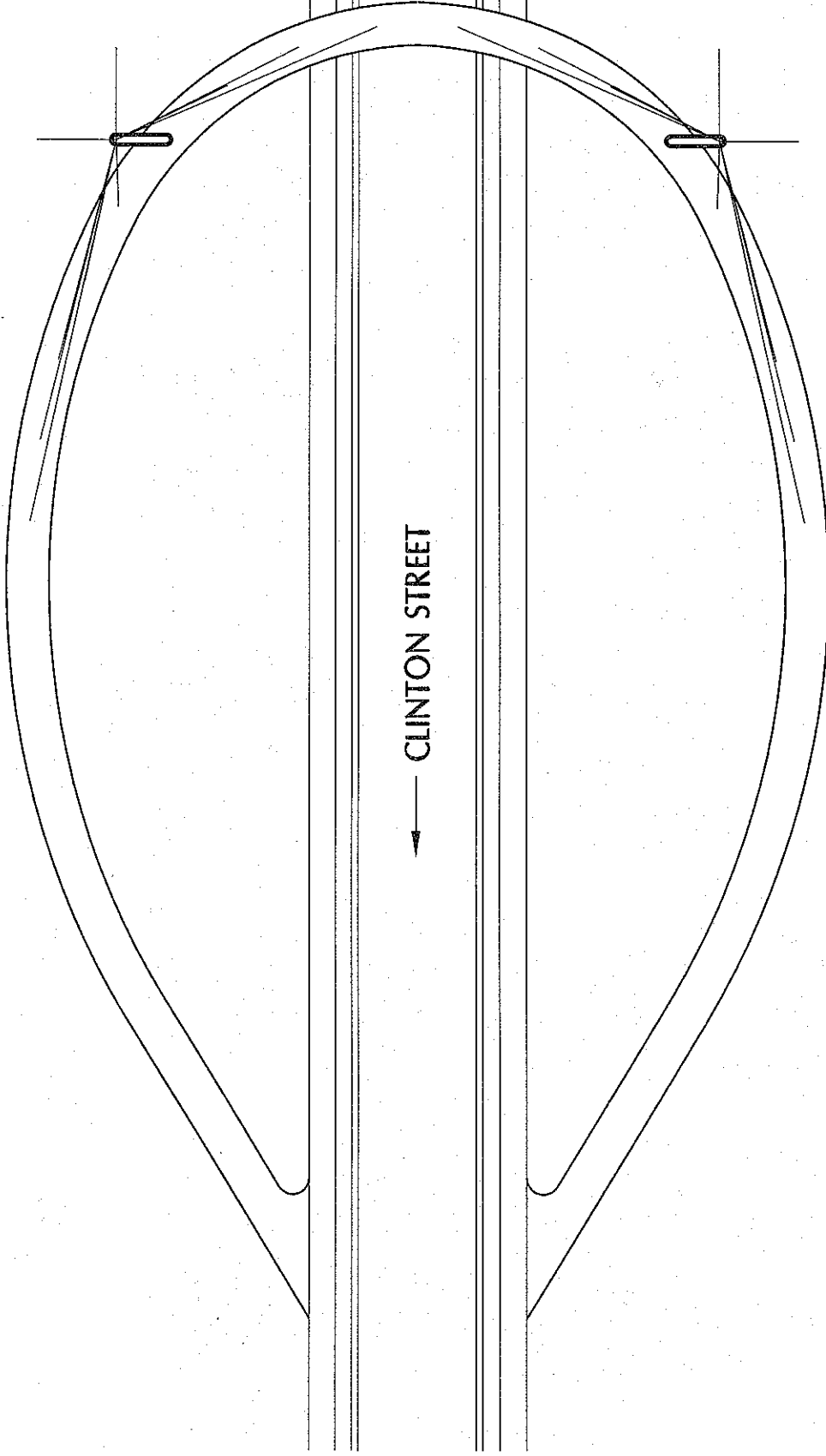
OPTION 5A





PROPOSED NORTH ELEVATION  
PEDESTRIAN BRIDGE  
OVER CLINTON STREET

OPTION 5A

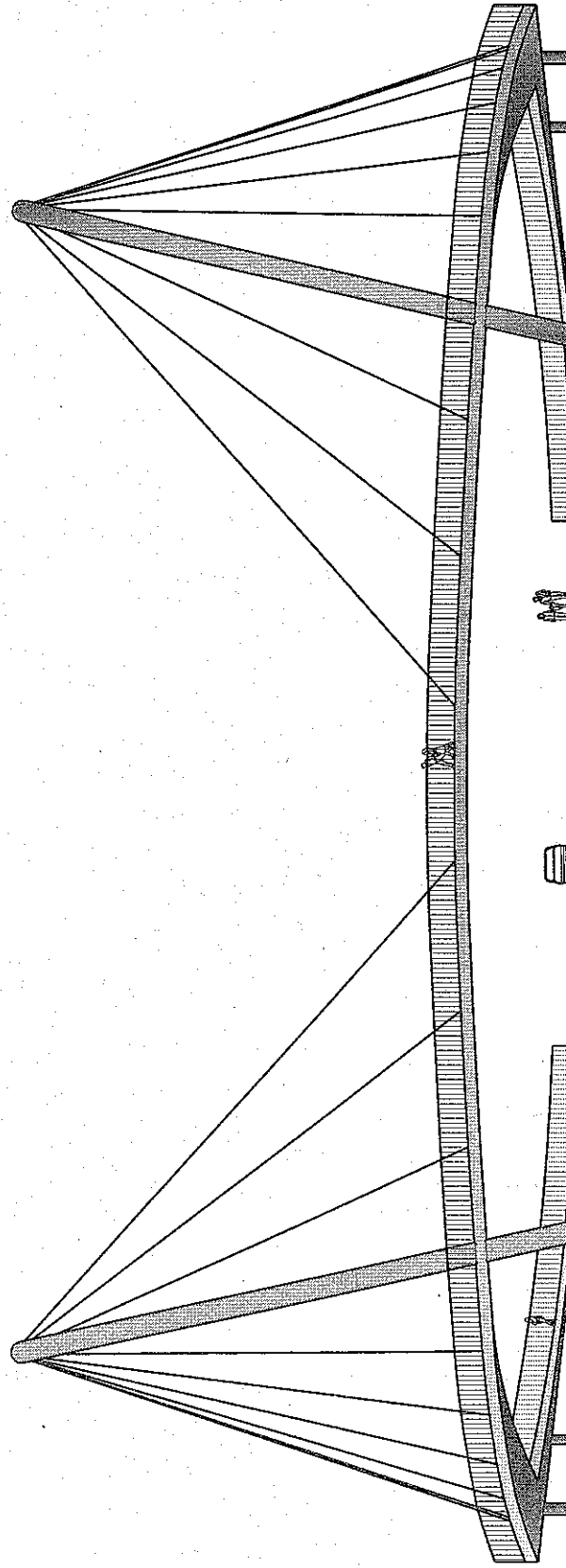


← CLINTON STREET



PROPOSED PLAN  
PEDESTRIAN BRIDGE  
OVER CLINTON STREET

OPTION 5B



PROPOSED NORTH ELEVATION  
PEDESTRIAN BRIDGE  
OVER CLINTON STREET

OPTION 5B

# **MEETING MINUTES – WORKSHOP 1**

---

*Friday April 28, 2006*

## **1. INTRODUCTION:**

Kurt introduced the Design Team and the Committee Members introduced themselves as follows.

### **Design Team**

Kurt Heidenreich, P.E., S.E. Engineering Resources, Inc.

Stephen Weintraut, P.E., Butler Fairman Seufert

Aaron Isch, E.I., Engineering Resources, Inc.

### **Committee Members**

Dan Carmody, Downtown Improvement District

Quinton Dixie, Redevelopment Commissioner, IPFW

Sharon Feasel, Redevelopment, City of Fort Wayne

Mike Hallion, Indiana Department of Transportation

Bob Kennedy, Public Works, City of Fort Wayne

Greg Meszaros, Public Works, City of Fort Wayne

Pat Pasterick, Design Collaborative

Leah Reeder, Fort Wayne Museum of Arts

Dave Ross, City Engineer, City of Fort Wayne

Linda Sackman, Resident of Bloomingdale Neighborhood

John Shoaff, City Council / Headwaters Park

Tom Smith, City Council, Thomas Smith Fine Art

Greg explained the background of the project and how the State of Indiana has earmarked four million dollars for work along the Clinton Street Corridor. In addition, INDOT is planning on spending approximately three million dollars to replace the Martin Luther King Jr. Memorial Bridge. The city then decided to hire Engineering Resources, Inc. to study the different options for a signature bridge.

Kurt described the process of completing the study which included meeting with INDOT and City officials to develop the options.

## 2. DISCUSSION OF COMMITTEE PURPOSE & WORKSHOP PROCESS

Kurt communicated that the committee must represent the community of Fort Wayne and Allen County. He described some review criteria for the committee members to keep in mind as the options were discussed. In addition he identified the goal of the workshop as selecting two of the options for further refinement. Steve related through past experience how important it is to keep cost in mind.

## 3. PRESENTATION OF STUDY OPTIONS

Kurt and Steve discussed the different options in detail as they are described in the report. During this presentation several concerns were made known by the committee included the following.

**Traffic Control / Utilities** – Option 1 includes building a two lane temporary runaround to the west of the MLK bridge at an estimated cost of two million dollars. Some committee members speculated if another traffic control option would be available at a lesser cost. The design team suggested that diverting traffic to another existing bridge is unrealistic because of the high volume. It was suggested that INDOT may pay for some of the temporary runaround since traffic control would be a part of any bridge replacement project. The large amount of utilities on the existing bridge was discussed. Greg pointed out that there are utilities under the river including a large water main near the bridge.

**Lights** – Several committee members expressed a desire for lighting the bridge. Tom Smith suggested that the bridge should look as good at night as during the day. The design team explained that lighting could be used effectively on any option and would be planned at a later time.

**Headwaters Park** – John Shoaff explained that the original plan for Headwaters included extending the park to Science Central. He expressed that a bridge structure should include the shapes and materials of the park.

**Maintenance** – Mike Hallion stated that INDOT would maintain a signature MLK bridge in response to a comment about the costs to paint and preserve such a structure.

Dave asked if we had missed any options. None of the committee members gave additional options. Sharon asked if everyone was adequately represented to which Greg replied that he thought the representation of the group was adequate. John mentioned that he could communicate with the Parks Department to keep them informed.

#### 4. SELECT REVIEW CRITERIA

At this time each committee member was asked to share what they thought should be included in the review criteria. The most repeated comment was that the pedestrian aspect was important. It was said that the pedestrian should have a gracious experience while on the bridge and that the bridge should not just be a means for crossing the river but rather a destination. Several members articulated that the appearance is important and that it should be unique to Fort Wayne. A couple of members expressed the importance of including the Martin Luther King Jr. theme. One member suggested Fort Wayne's history should not be the driving force but that it should represent the future of the city. Another expressed that a historical theme was important. Greg commented that it was important that the bridge is accepted by the community. The question of whether or not to seek public input was suggested. Greg is reviewing the proper time to involve the public.

Someone asked whether or not boat access would be available in the future. John replied that the original plans for Headwaters include a boat house and that boat access is a possibility in the future.

During this time specific ideas for bridge features were brought up. Leah gave various suggestions for the traditional bridge option including adding arches at each pier. Another idea involved building a parallel pedestrian bridge on each side of the MLK bridge. The idea was that the bridge on the west would serve the large residential neighborhood while the bridge on the east would serve the park users. Several committee members expressed interest in this idea.

The review criteria that emerged from this segment of the workshop was that the option should provide a positive pedestrian experience. In addition, the bridge should be a landmark to the City.

## 5. SELECTION OF TWO OPTIONS

The first step in selecting the two options was to eliminate options that the committee did not think would be in the best interest of the community. The committee immediately eliminated the Freestanding Monument (Option 4) and the Pedestrian Bridge over Clinton Street (Option 5). The Twin Arch Bridge (Option 1.A) was eliminated because of the high cost. The Cable Stayed Bridge (Option 1.B) was eliminated next as the committee felt this structure was not appropriate for the setting. The Slab Bridge with a Museum (Option 2.B) was also eliminated. Discussion about the three remaining options included the following comments.

It was suggested that the Arched Truss Bridge (Option 1.C) would look better if the ends of the truss were clad with brick or decorative concrete. Other committee members agreed. The design team confirmed that this modification was feasible.

Someone expressed that the Slab Bridge with Traditional Details (Option 1.A) did not fit the setting in the form that it was presented.

The question of how to fund the pedestrian bridge option was asked. A couple of members explained that private money could be obtained in addition to the money earmarked for the Clinton Street Corridor. A suggestion was made that INDOT may contribute any amount that they save by not installing wide sidewalks on the MLK bridge. The design team responded that this would probably be a small amount.

The pedestrian bridge option was modified to include two parallel bridges and requesting that INOT provide enhancements to the replacement MLK bridge. These enhancements include Texas rail and vertical elements at the north end to support signage or symbols to recognize Martin Luther King Jr.

After this discussion a vote was taken for the three options with the following results.

	<u>Keep</u>	<u>Eliminate</u>
Two Parallel Pedestrian Bridges (Option 3)	9	2
Slab Bridge with Traditional Details (Option 2.A)	4	7
Arched Truss Bridge (Option 1.C)	8	3

Based on the voting, Option 3 and 1C (revised) were selected as the two options for further review.

## 6. OPTION REFINEMENT OBJECTIVES

Several changes to the selected options had already been recommended at this point however the design team asked for additional comments on modifications to the selected options. The committee wanted to review an option of a single walkway on the pedestrian bridge rather than the split walkway as proposed. The design team recommended proceeding with the original design for cost estimating, and developing additional options for review if this becomes the preferred option. The committee agreed. A summary of the items to be reviewed by the design team is listed as follows.

- Include elements at the end of the trusses on the arched bridge option
- Include wider sidewalks on the arched truss bridge option
- Present the bridge options in a variety of colors
- Review impacts of using two parallel pedestrian bridges
- Investigate the location of the water main located near the bridge

## 7. CLOSING

The design team will review the two options as discussed above for the final workshop in which a preferred option will be selected.



OPTION 1.A



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OPTION 1.B



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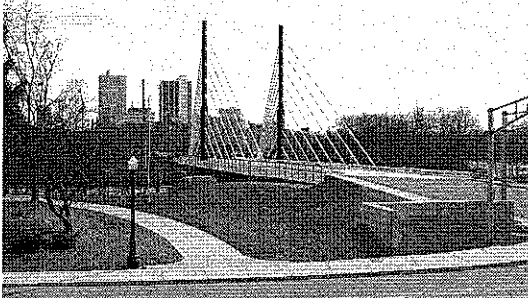
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OPTION 1.B



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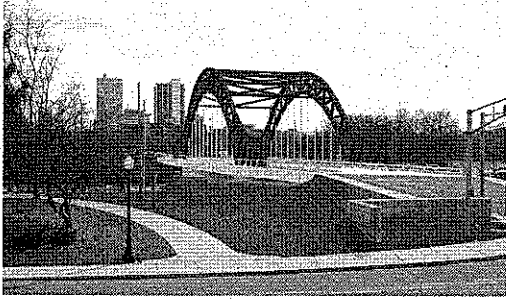
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OPTION 1.C



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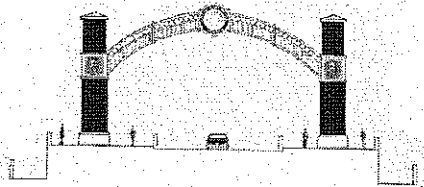
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OPTION 2.A



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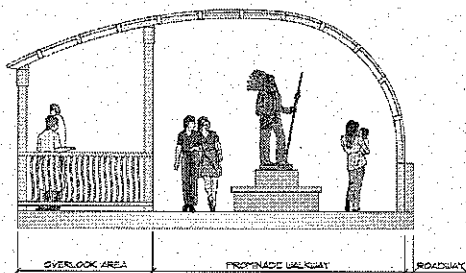
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OPTION 2.B



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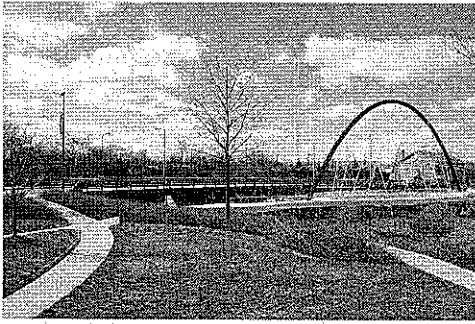
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OPTION 3



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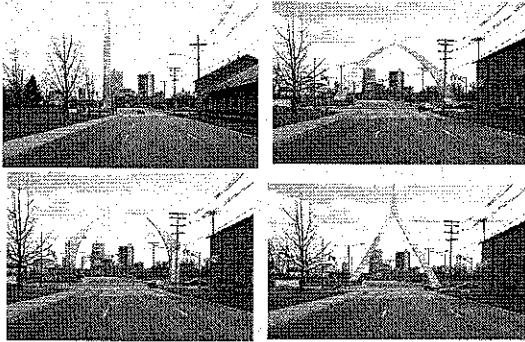
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OPTION 4



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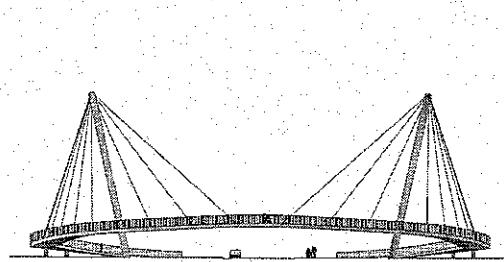
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OPTION 5



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# DRAFT VERSION

## MEETING MINUTES – INITIAL WORKSHOP

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*Friday April 28, 2006*

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Aaron Isch, E.I., Engineering Resources, Inc.

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Sharon Feasel, Redevelopment, City of Fort Wayne

Mike Hallion, Indiana Department of Transportation

Bob Kennedy, Public Works, City of Fort Wayne

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- Investigate the location of the water main located near the bridge

## 7. CLOSING

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# **OPTION DEVELOPMENT REVIEW AGENDA**

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*Friday June 16, 2006*

## **1. OPTION DEVELOPMENT PRESENTATION**

- a. Twin Pedestrian Bridge Option
  - i. Single rib arch (split deck)
  - ii. Double rib tied arch (no split deck)
  - iii. Vehicle bridge construction clearance
  - iv. Project cost
- b. Arch Truss Vehicular/Pedestrian Bridge option
  - i. Circular cross section truss members
  - ii. Variable width curved walkway
  - iii. Pedestrian entry plazas with Headwater's pylons
  - iv. Project cost

## **2. PUBLIC INVOLVEMENT PROCESS**

- a. Public involvement discussion
- b. Determine process and schedule

## **3. CLOSING**

- a. The Final Workshop will be held after the public involvement phase. The Committee will identify the preferred option using the results of the public involvement phase.



# Pedestrian Bridge - Single Rib Arch

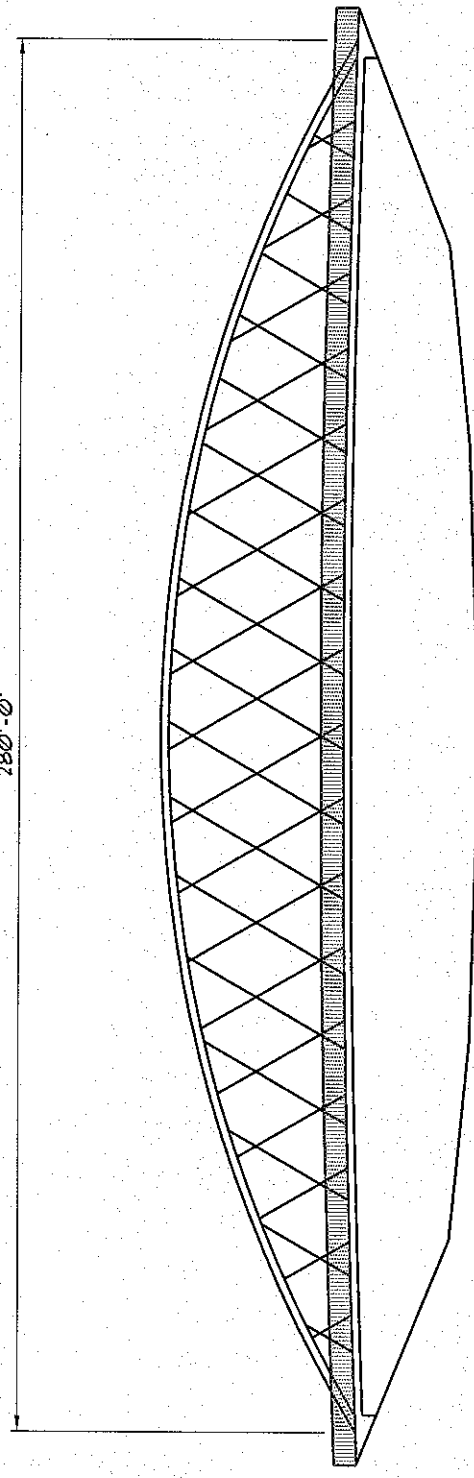
ENGINEERING  
Resources, Inc.



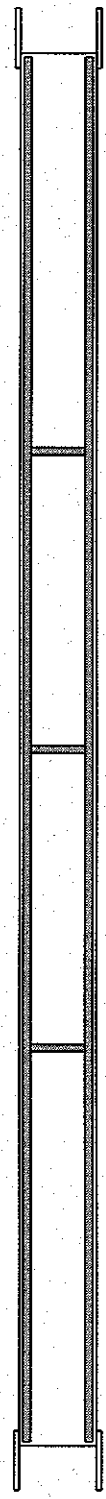
## COST ESTIMATE

ITEM#	DESCRIPTION	QUANTITY	UNIT	UNIT COST	EXTENSION
1	Construction Engineering	1	Lsum	\$40,000.00	\$40,000.00
2	Field Office, A	11	Mo	\$1,700.00	\$18,700.00
3	Borrow	80	Cys	\$25.00	\$2,000.00
4	Painting	1	Lsum	\$95,000.00	\$95,000.00
5	Temporary Falsework Support of Bridge	1	Lsum	\$500,000.00	\$500,000.00
6	Excavation, Foundation, Unclassified	140	Cys	\$50.00	\$7,000.00
7	Structure Backfill	50	Cys	\$30.00	\$1,500.00
8	Compacted Aggregate, No. 53, Base	150	Ton	\$35.00	\$5,250.00
9	HMA Surface, Type A	40	Ton	\$90.00	\$3,600.00
10	HMA Intermediate, Type A	80	Ton	\$100.00	\$8,000.00
11	Riprap, Class 1	325	Ton	\$30.00	\$9,750.00
12	Mobilization and Demobilization for Seeding	1	Ea	\$1,000.00	\$1,000.00
13	Mulched Seeding, U	2500	Cys	\$1.50	\$3,750.00
14	Landscape and Amenities	1	Lsum	\$50,000.00	\$50,000.00
15	Pile, Concrete, Steel Shell Encased, 3/8", 14 in	750	Lft	\$90.00	\$67,500.00
16	Concrete, A, Substructure	60	Cys	\$575.00	\$34,500.00
17	Structural Steel (cross beams)	100,000	Lbs	\$2.75	\$275,000.00
18	Reinforcing Steel, Epoxy Coated	60,000	Lbs	\$1.20	\$72,000.00
19	Concrete, C, in Superstructure	180	Cys	\$800.00	\$144,000.00
20	Structural Steel Railing	900	Lft	\$175.00	\$157,500.00
21	Structural Steel (Tube arch rip)	160000	Lbs	\$4.00	\$640,000.00
22	Bearing Assembly, Elastomeric	4	Ea	\$600.00	\$2,400.00
23	Structural Steel Connection Plates	7,000	Lbs	\$5.00	\$35,000.00
24	Structural Steel Rods	9,000	Lbs	\$4.50	\$40,500.00
25	Structural Steel Pins & Clevises	500	Lbs	\$30.00	\$15,000.00
26	Lighting	1	Lsum	\$100,000.00	\$100,000.00
27	Mobilization and Demobilization	1	Lsum	\$116,450.00	\$116,450.00
SUBTOTAL					\$2,445,400.00
DESIGN FEES & CONTINGENCY (20%)					\$492,080.00
TOTAL FOR ONE BRIDGE					\$2,952,480.00
TOTAL FOR TWO BRIDGES					\$5,904,960.00

230'-0"

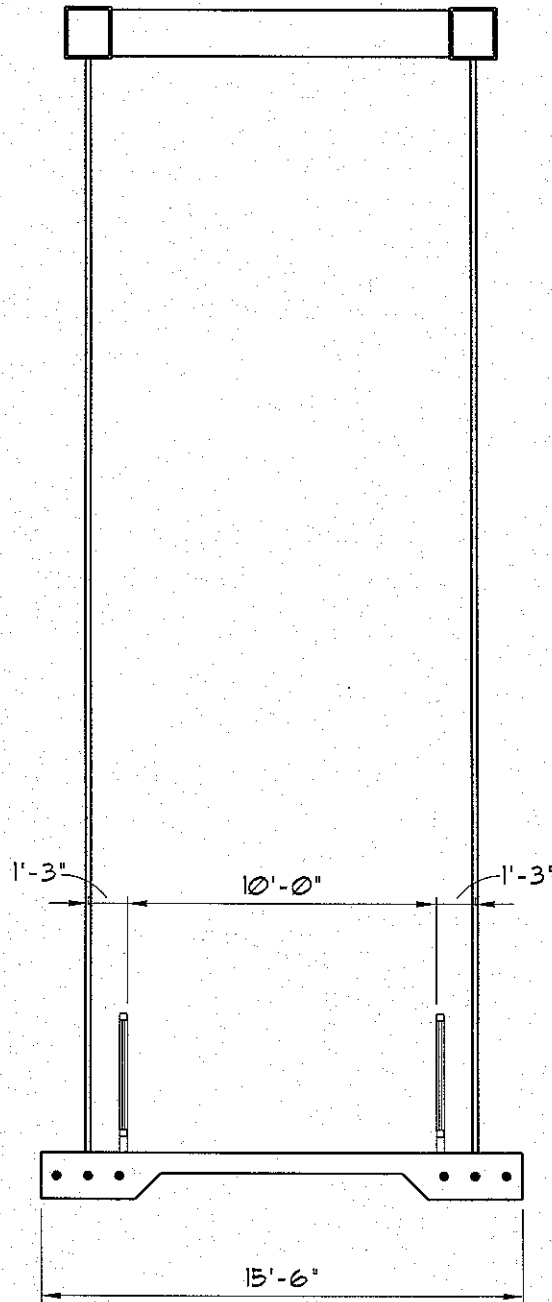


ELEVATION



PLAN

PROPOSED PLAN AND ELEVATION  
PEDESTRIAN BRIDGE  
OVER ST. MARY'S RIVER



TYTPICAL BRIDGE CROSS SECTION  
PEDESTRIAN BRIDGE  
OVER ST. MARY'S RIVER







# Pedestrian Bridge - Double Rib Tied Arch

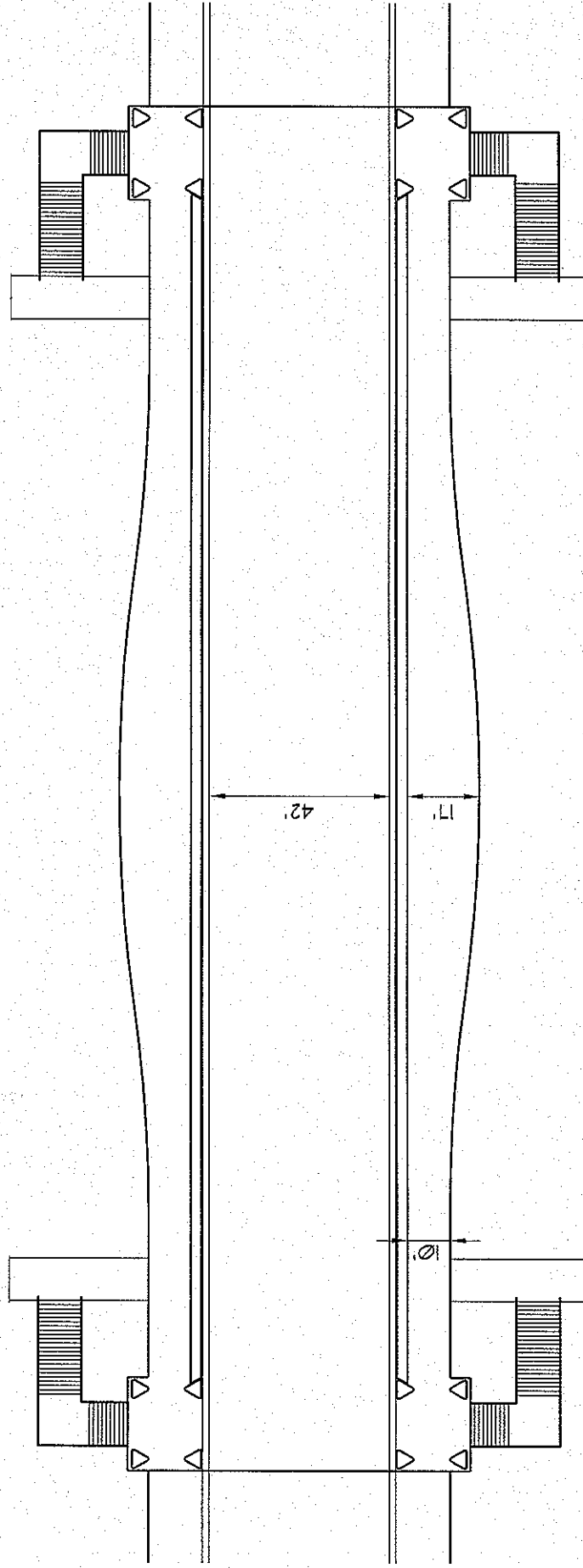
ENGINEERING  
Resources, Inc.



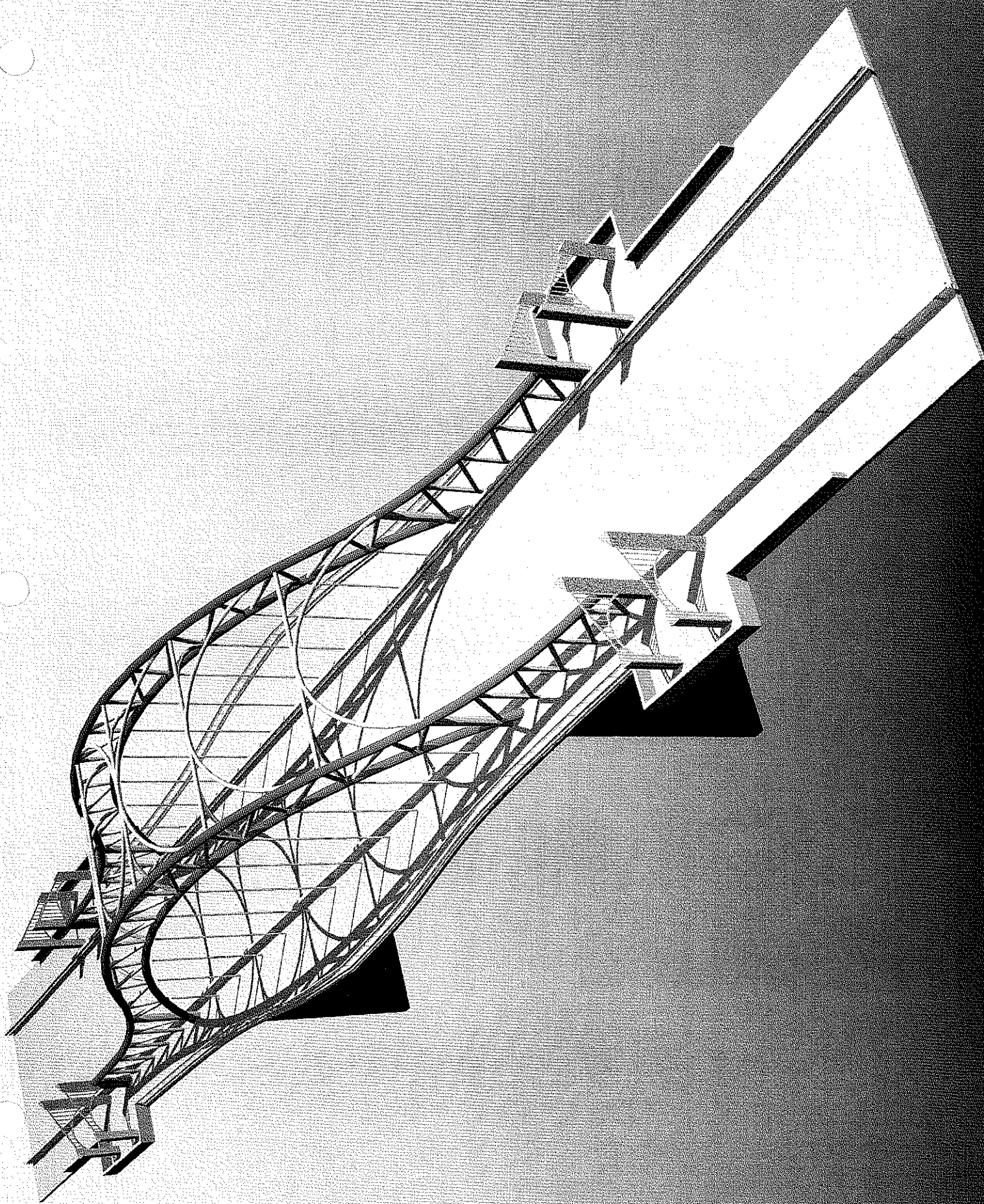
## COST ESTIMATE

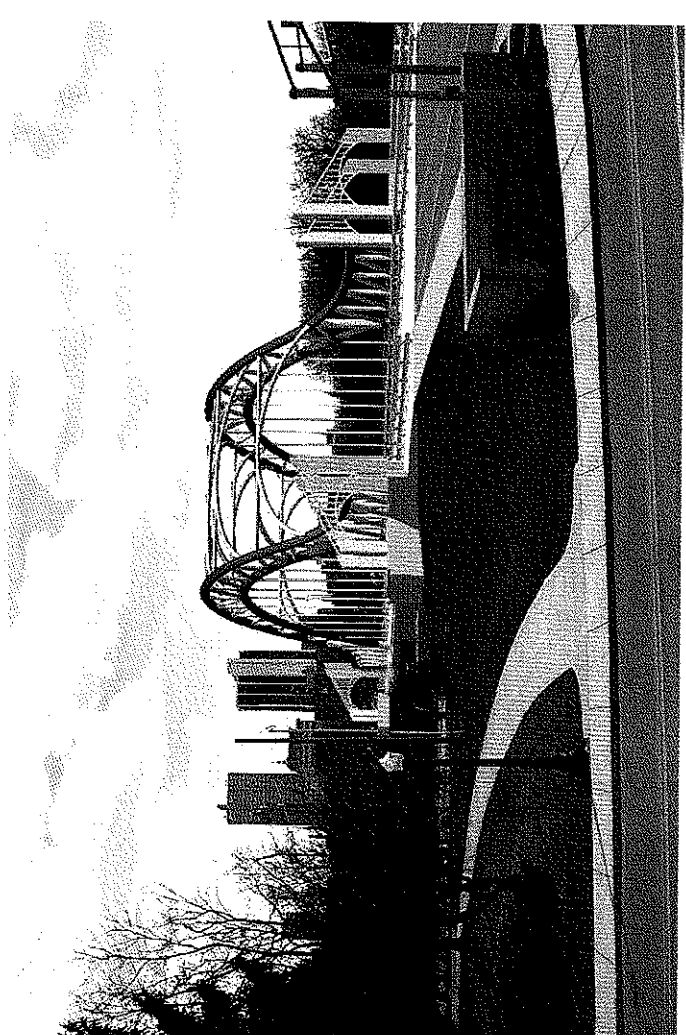
ITEM#	DESCRIPTION	QUANTITY	UNIT	UNIT COST	EXTENSION
1	Construction Engineering	1	Lsum	\$30,000.00	\$30,000.00
2	Field Office, A	11	Mo	\$1,700.00	\$18,700.00
3	Borrow	80	Cys	\$25.00	\$2,000.00
4	Painting	1	Lsum	\$100,000.00	\$100,000.00
5	Temporary Falsework Support of Bridge	1	Lsum	\$500,000.00	\$500,000.00
6	Excavation, Foundation, Unclassified	140	Cys	\$50.00	\$7,000.00
7	Structure Backfill	50	Cys	\$30.00	\$1,500.00
8	Compacted Aggregate, No. 53, Base	150	Ton	\$35.00	\$5,250.00
9	HMA Surface, Type A	40	Ton	\$90.00	\$3,600.00
11	HMA Intermediate, Type A	80	Ton	\$100.00	\$8,000.00
12	Riprap, Class 1	325	Ton	\$30.00	\$9,750.00
13	Mobilization and Demobilization for Seeding	1	Ea	\$1,000.00	\$1,000.00
14	Mulched Seeding, U	2500	Cys	\$1.50	\$3,750.00
15	Landscape and Amenities	1	Lsum	\$50,000.00	\$50,000.00
16	Pile, Concrete, Steel Shell Encased, 3/8", 14 in	750	Lft	\$90.00	\$67,500.00
17	Concrete, A, Substructure	60	Cys	\$575.00	\$34,500.00
18	P.T. Tendons	14,000	Lbs	\$6.00	\$84,000.00
19	Reinforcing Steel, Epoxy Coated	57,000	Lbs	\$1.20	\$68,400.00
20	Concrete, C, in Superstructure	190	Cys	\$1,500.00	\$285,000.00
21	Structural Steel Railing	608	Lft	\$175.00	\$106,400.00
22	Structural Steel (Tube arch rip)	152700	Lbs	\$2.75	\$419,925.00
23	Bearing Assembly, Elastomeric	4	Ea	\$1,000.00	\$4,000.00
24	Structural Steel Connection Plates	15,000	Lbs	\$4.00	\$60,000.00
25	Structural Steel Rods	5,000	Lbs	\$5.00	\$25,000.00
26	Structural Steel Pins & Clevises	2000	Lbs	\$20.00	\$40,000.00
27	Lighting	1	Lsum	\$100,000.00	\$100,000.00
28	Mobilization and Demobilization	1	Lsum	\$101,760.00	\$101,760.00
SUBTOTAL				\$2,137,035.00	
DESIGN FEES & CONTINGENCY (20%)				\$435,410.00	
TOTAL FOR ONE BRIDGE				\$2,612,445.00	
TOTAL FOR TWO BRIDGES				\$5,224,890.00	





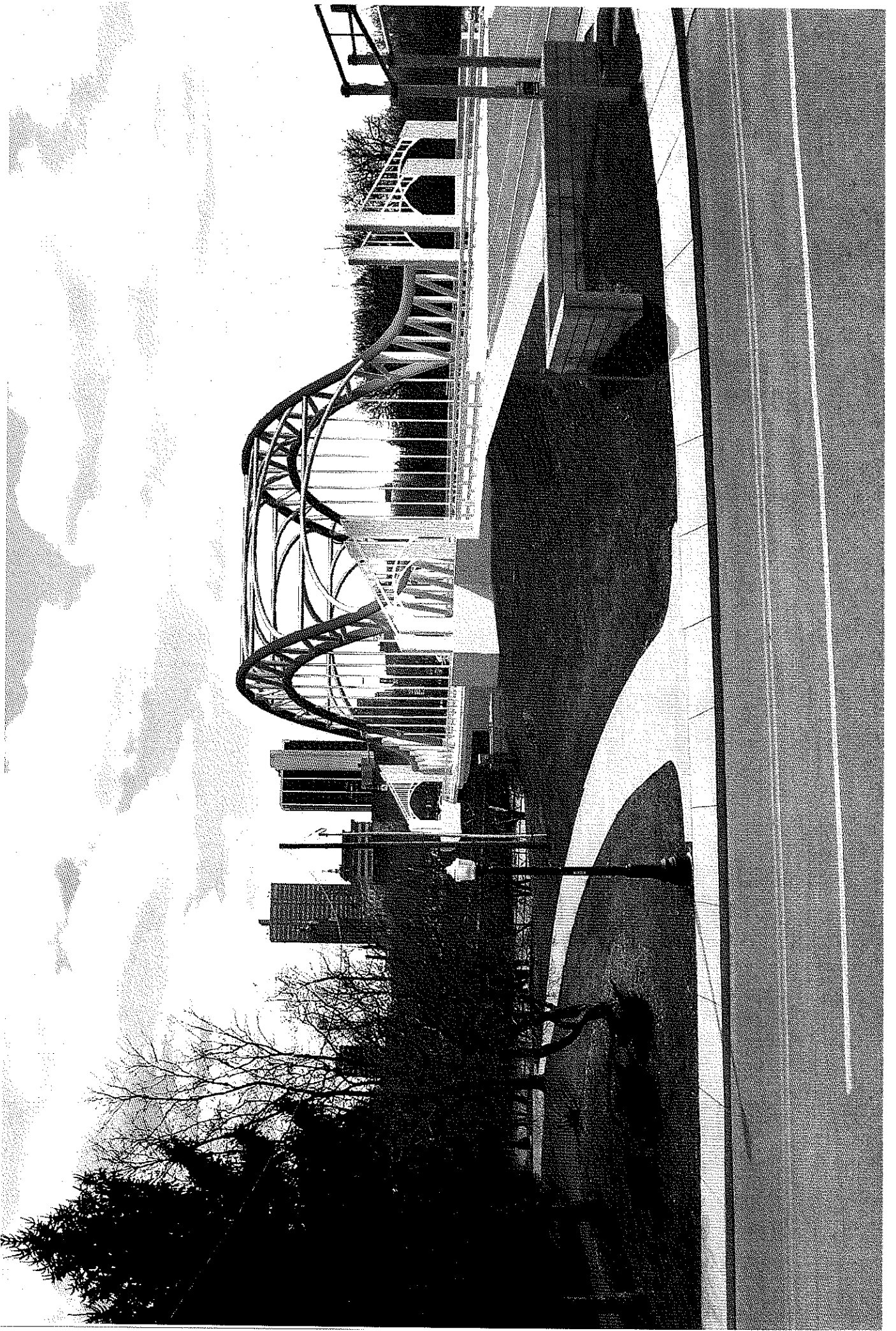
PROPOSED BRIDGE PLAN  
CLINTON STREET  
OVER ST. MARY'S RIVER











# MLK Bridge - Arched Truss

ENGINEERING  
Resources, Inc.



## COST ESTIMATE

ITEM#	DESCRIPTION	QUANTITY	UNIT	UNIT COST	EXTENSION
1	Removal of Present Structure, Portions	1	Lsum	\$100,000.00	\$100,000.00
2	Clearing of Right-of-Way	1	Lsum	\$10,000.00	\$10,000.00
3	Excavation, Foundation Unclassified	750	Cys	\$45.00	\$33,750.00
4	Piles, HP12x53	6200	Lft	\$45.00	\$279,000.00
5	Reinforcing Steel	60000	Lbs	\$1.00	\$60,000.00
6	Reinforcing Steel, Epoxy Coated	150000	Lbs	\$1.20	\$180,000.00
7	Concrete, Class A, in Substructure	420	Cys	\$575.00	\$241,500.00
8	Concrete, Class C, in Superstructure	730	Cys	\$800.00	\$584,000.00
9	Structural Steel (Tubes & W-Beams)	1000000	Lbs	\$3.00	\$3,000,000.00
10	Structural Steel Hangers	14000	Lbs	\$7.00	\$98,000.00
11	Steel Railing	560	Lft	\$175.00	\$98,000.00
12	Concrete Bridge Railing	560	Lft	\$175.00	\$98,000.00
13	Painting	1	Lsum	\$200,000.00	\$200,000.00
14	Entry Features	1	Lsum	\$500,000.00	\$500,000.00
15	Lighting	1	Lsum	\$200,000.00	\$200,000.00
16	Reinforced Concrete Bridge Approaches, 12in	320	Sys	\$90.00	\$28,800.00
17	Concrete Bridge Railing Transition	4	Ea	\$1,600.00	\$6,400.00
18	B-Borrow For Structure Backfill	40	Cys	\$40.00	\$1,600.00
19	Compacted Aggregate, #53 (Base)	110	Ton	\$20.00	\$2,200.00
20	Riprap, Class 1	1000	Ton	\$30.00	\$30,000.00
21	Mobilization and Demobilization for Seeding	1	Lsum	\$1,000.00	\$1,000.00
22	Mulched Seeding, U	800	Sys	\$1.50	\$1,200.00
23	Signage	1	Lsum	\$50,000.00	\$50,000.00
24	Field Office, A	18	Mo	\$1,700.00	\$30,600.00
25	Construction Engineering	1	Lsum	\$25,000.00	\$25,000.00
26	Mobilization and Demobilization	1	Lsum	\$292,950.00	\$292,950.00
		SUBTOTAL			\$6,152,000.00
	TRAFFIC CONTROL				
27	Temporary Bridge	1	Lsum	\$1,000,000.00	\$1,000,000.00
28	Temporary Approaches	1	Lsum	\$150,000.00	\$150,000.00
29	Site Restoration	1	Lsum	\$100,000.00	\$100,000.00
		SUBTOTAL			\$1,250,000.00
		DESIGN FEES & CONTINGENCY (20%)			\$1,480,400.00
		TOTAL PROJECT COST			\$8,882,400.00

PLEASE INSERT THE FOLLOWING FOUR PAGES IN THE  
**WORKSHOP 2** SECTION

# **FINAL WORKSHOP AGENDA**

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*Friday August 11, 2006*

## **1. REVIEW OPTIONS**

- a. Twin Pedestrian Bridge Option
  - i. Single rib arch (split deck)
  - ii. Double rib tied arch (no split deck)
  - iii. Vehicle bridge construction clearance
  - iv. Project cost
- b. Arch Truss Vehicular/Pedestrian Bridge option
  - i. Circular cross section truss members
  - ii. Variable width curved walkway
  - iii. Pedestrian entry plazas with Headwater's pylons
  - iv. Project cost

## **2. REVIEW PUBLIC INVOLVEMENT SUMMARY**

- a. Public involvement process
- b. Public comments

## **3. DISCUSSION AND PREFERRED OPTION SELECTION**

- a. Discuss pros and cons of each option
- b. Committee option selection
- c. Prepare conditions and possible improvement recommendations for future project development.
- d. Establish action steps for the next phase in the project development.



# **MEETING MINUTES – FINAL WORKSHOP**

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*Friday August 11, 2006*

Those present at the meeting are as follows.

## **Design Team**

Kurt Heidenreich, P.E., S.E. Engineering Resources, Inc.

Stephen Weintraut, P.E., Butler Fairman Seufert

Aaron Isch, E.I., Engineering Resources, Inc.

## **Committee Members**

Dan Carmody, Downtown Improvement District

Sharon Feasel, Redevelopment, City of Fort Wayne

Mike Hallien, Indiana Department of Transportation

Greg Meszaros, Public Works, City of Fort Wayne

Pat Pasterick, Design Collaborative

Leah Reeder, Fort Wayne Museum of Arts

Dave Ross, City Engineer, City of Fort Wayne

Linda Sackman, Resident of Bloomingdale Neighborhood

Tom Smith, City Council, Thomas Smith Fine Art

## **1. REVIEW OPTIONS**

Kurt began the meeting with a quick review of the two options. He then moved to the public involvement summary.

## **2. REVIEW PUBLIC INVOLVEMENT SUMMARY**

The methods of informing the public and receiving comments from them were discussed including: a public meeting, website, and mail. Of the comments received, 97 people favored the arched truss option while 47 people preferred the pedestrian bridge option.

### 3. DISCUSSION AND PREFERRED OPTION SELECTION

At this time the committee members were asked to discuss the pros and cons of each option. Several issues were discussed.

Some committee members articulated that they liked both options but more comments were given for the arched truss option. The arched truss was described as a symbol that links our past to our future. One committee member liked the way it could be used to honor Martin Luther King Jr. Another member pointed out the opportunities to tie in the Headwaters Park style into the bridge elements. However the committee had some reservations with the arched truss option.

The committee feels it is important to provide pedestrians with an enjoyable crossing experience. Several members of the committee questioned whether or not the arched truss option would accomplish this desire due to traffic being adjacent to the sidewalk. Some thought that the pedestrian bridge options would provide a more pleasant experience because of the separation from traffic. Pat pointed out that both options could be pedestrian friendly and that the arched truss option could be modified to enhance the pedestrian experience. Examples include providing an extra wide sidewalk and separating traffic and pedestrians through the use of barrier rail.

The matter of pedestrian movement was also discussed. In addition to being an enjoyable experience, the crossing needs to take the pedestrian where they want to go. Pedestrians on the north side of the river would most likely cross 4<sup>th</sup> street at its intersection with Clinton Street. Therefore keeping the pedestrian crossing close to Clinton Street would provide a more direct route.

The time it would take to construct either option was discussed. The design of the pedestrian bridge option could be completed in a time of 2-3 years while the arched truss option could take 5-8 years. Some committee members felt that 5+ years is too long of time span. The design team suggested that a 3-4 year timeline could be possible if INDOT could separate the bridge project from the rest of the corridor project that extends north to the Spy Run Bridge. This could reduce the time it takes for right of way acquisition, moving utilities, and reviewing environmental issues.

The committee then voted unanimously in favor of the Arched Truss Option as their preferred choice. The committee made it clear that they had approved the concept not the exact design that appeared in the renderings. The committee identified conditions to go along with their selection. They want the bridge design to enhance

the pedestrian experience, honor MLK Jr. and, include the Headwaters Parks themes.

After selecting the option and conditions, the committee developed steps for further action. One step is to inform the public of their decision to select the arched truss option. Another important step is to work with INDOT to approve the arch truss option and develop a memorandum of agreement. After INDOT accepts the project, a design team can be selected to advance the project toward completion.

PLEASE INSERT THE FOLLOWING PAGE IN THE  
**SUMMARY AND RECOMMENDATIONS** SECTION

## ***SUMMARY AND RECOMMENDATIONS***

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Through an extensive study process, including public involvement, the committee unanimously selected an arched truss bridge to replace the existing bridge over the St. Mary's River. The committee also developed the following conditions to be included in the final design.

- The bridge design should enhance the pedestrian experience
- The bridge should include features that honor Martin Luther King Jr.
- The design should draw themes from Headwaters Park.

After selecting the option and conditions, the committee developed action steps. The first step is to inform the public of the committee's decision to select the arched truss option. The following step is to work with INDOT to secure approval of the arch truss option and develop a memorandum of agreement. When accepted, a design team must be selected to advance the project toward completion.

# **FINAL WORKSHOP AGENDA**

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*Friday August 11, 2006*

## **1. REVIEW OPTIONS**

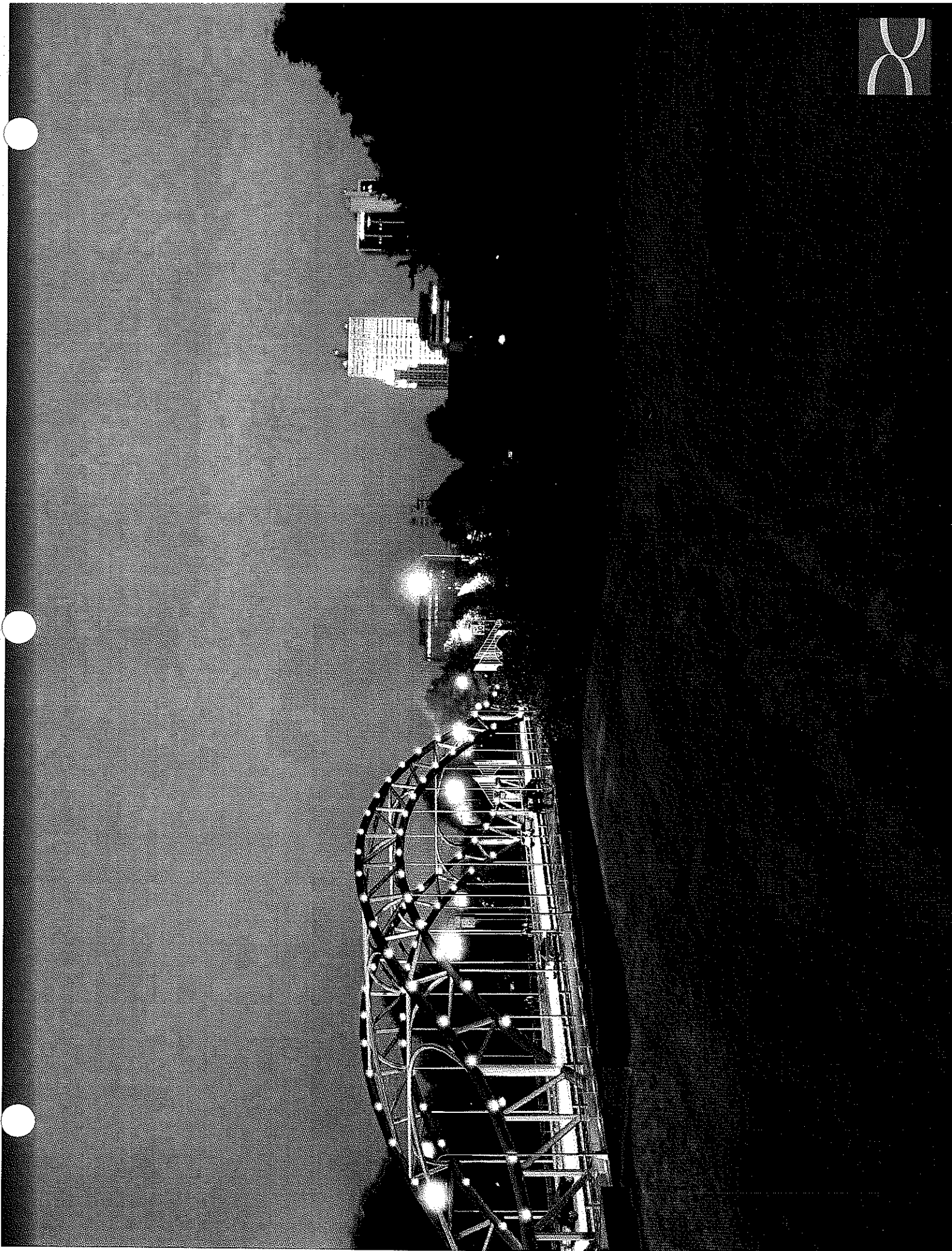
- a. Twin Pedestrian Bridge Option
  - i. Single rib arch (split deck)
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- b. Arch Truss Vehicular/Pedestrian Bridge option
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## **2. REVIEW PUBLIC INVOLVEMENT SUMMARY**

- a. Public involvement process
- b. Public comments

## **3. DISCUSSION AND PREFERRED OPTION SELECTION**

- a. Discuss pros and cons of each option
- b. Committee option selection
- c. Prepare conditions and possible improvement recommendations for future project development.
- d. Establish action steps for the next phase in the project development.











I like option B better, but it should DEFINITELY be red instead of blue. the red  
2895 pops out a lot more than the blue during the day time.

I prefer OPTION A because I think it is more attractive than Option B and leaves  
the bridge itself more like a road than a bridge. For those of us uncomfortable  
(or worse) with bridges, I think Option A is a preferable choice because it is less  
2896 intrusive and less overwhelming in nature and appearance.

Neither - why not something spectacular like the pedestrian bridge designed  
and constructed by IUPU? Greg (head engineer at IUPU) chose a LOCAL  
design firm and the results were extraordinary. Fort Wayne does not need to  
send dollars to some out of city or state firm. We've got some of the best  
2897 engineers right here in our home town. Local projects need local talents.  
2903 no comment

The truss bridge is nice, but I think it would be an ideal thing to complete this to  
3 main bridges into downtown symbolizing the 3 rivers that we are founded on.  
2904 Using the Clinton, Jefferson, and Main street bridges. Just another idea.  
I had to select one of the two designs to submit my response but, for the record,  
I don't care for either one of them!! If Fort Wayne wants to impress it's visitors  
then the bridge designers need rethink their designs. Fort Wayne isn't a mini St.  
Louis and I don't want our bridge to be laughed at as a mini replica either. I am  
proud to say I was born and raised in Fort Wayne. I wonder if any of the  
2905 architects can say the same?  
2906 no comment

While Option A provides a great focus on the pedestrian access to the  
downtown area, I feel Option B offers a more pronounced "gateway" to the  
downtown area. Option B also revives the feel of the bridge near Wells/Superior  
that has been closed to traffic. Option B could offer several additional options  
2907 for more visibility of signage/banners to be added during festival times as well.  
I like option A because it doesn't "clutter" the initial view of the Fort Wayne  
skyline when you approach it. It also looked very cool in the night shots! Option  
B looks great as a stand a lone but I didn't like its appearance overlayed onto  
2908 our city's view...it doesn't look like a natural fit.

It's very heartening to see the public solicited for their opinions. I'm quite  
interested in this project because I cross this bridge on a daily basis. I really like  
BOTH options, but have chosen Option B because of the roadway view -- what  
a wonderful echo of the old Wells Street Bridge! I do hope using bright colors  
will be considered. I frequent Columbus, IN, where bright colors and imagination  
have been applied to both bridges and interstate overpasses, with much  
success. They have done wonderful things architecturally that are worth  
emulating. Headwaters Park is the best thing to happen to downtown in  
decades, and an attractive and useful entrance provided by a new and  
interesting bridge can only capitalize on the stimulus the park provides. Thanks -  
2909 -

All three of the designs are attractive. I feel that "Option B" blocks the view of  
our skyline when entering by car. I prefer the double arch in "Option A". If Clinton  
St. were raised or the bridge lowered the entrance would have a grand view once  
the corner was turned by Lawton Park. Could Clinton be straightened some to give  
a longer view that was flanked by Science Central and Lawton Park on the East  
and a new or expanded Lawton on the West? Thanks for allowing input! Keep it  
2910 Green, John Hoffmann

To me option B is more inviting, stronger looking span, just looks like a bridge I  
2911 would like to walk across. and even stop and watch the river go by.

I really like the look of the Arched Truss Bridge. It looks modern yet ties in with  
2912 the wells street bridge.

Truss bridge looks much more dynamic and seems to emphasize to those  
2913 approaching that they are crossing a river and entering downtown.

I was born and raised in Fort Wayne but my career took me away. I have been  
to multiple cities that have bridges that make a statement for their city. Dallas  
Texas where I currently reside is in the process of having three bridges built  
across the Trinty River which will be showcases for the city and the future  
development for our city and the Trinity river project. I have always thought of  
the Fort as my home but every time I return I feel t is a city that lacks an identity!  
Option B would afford the city a gateway to downtown but also meld well with  
the desire to make the rivers a place to come and no commentt stay away from.  
I feel the tiny increase in the cost no comment would make a significant impact  
for the city and the generations to come to enjoy one of the few treasures the  
2914 city has to offer, that being the rivers and green space around them.

I like the twin bridges, it will definitely help to have a more defined pathway at  
2915 festival time and I like the way the twin bridge should look at night.

With total construction costs being approx. the same, I feel that option B  
convey's more of a finished look. I believe it also provides both a pedestrian and  
vehicular appeal where option A seems to look like more of an afterthought to  
accomidate pedestrian traffic and provides very little vehiclur appeal. I also  
believe that option B would be more visually pleasing from both the parks near  
the bridge and street traffic. I feel compelled to finish by saying that no  
commentne of the color options presented really do much for the structure. I  
believe a brushed steel finish would be just as visually pleasing than any color  
option but if I had to pick one, I would have to go with the blue. Thank you for  
2916 the opportunity to comment on this project.

I think that Option B ( Arched Truss Bridge ) does two things. It absolutely  
makes a welcoming transition into downtown Fort Wayne and also gives  
pedestrians a safer way to cross over the river. I do no commentt like the blue  
color. I think I would lean more towards the red color. I also think that it should  
be lite well in the evenings. It probally should have some sort of sercurity  
camera that rotates on it as well. We all kno commentw that the skateboard  
park is close by. This would deter tagging and other sorts of criminal activities.  
With Option A I just do no commentt think it gives eno commentugh umph. no  
2917 commentt exciting eno commentugh. no commentt eno commentugh drama.  
2918 no comment

I think that it is great that we have so much money left over that we can add things to an already structurally sound bridge. It is so logical that we would redo that bridge considering that all the roads in ft. wayne are in great condition. We are adding a bridge to make downtown look better? If you are so into improving aesthetics then get rid of the run down building right there in the picture or improve 4th st so you can drive down it. How about getting something to do downtown. A baseball stadium is not the solution because they would just go there for the game and leave. I drive through downtown everyday to go to work and all i see going on is people going to work and home. After business hours it is like a ghost town and on the weekend it is even worse. I have a great idea in line with the wasting of money on the bridge and other idiot things that seem to be done. Lets tear down the library and the grand wayne center and build a wal-

2919 mart that will get people downtown at least to shop.

2920 no

Providing complete separation of pedestrian and motor vehicle traffic has absolute merit. The pedestrian structures combined with an upgraded motor vehicle bridge has a better visual impact on the City skyline because it frames downtown buildings rather than obscuring them. The pedestrian bridges seem to integrate seamlessly with the greenway trail system and this is a good thing. I prefer the single arch design for the pedestrian bridges, with the suspension cables landing out of the arch's horizontal plane to create what appears to be an elliptical pattern in the walk way and a "tent" around pedestrians. I think this is a strong concept that should be taken beyond the design that is presented. Modify the arch so that it does not look like every other archway in the universe; bend

2922 it; twist it; turn it inside-out; make it interactive...

2924 no

2925 no

We need more room for pedestrians heading to Headwaters Park from the Rivergreenway (especially cyclists). The double arch look is better.

2928 no

I attended the presentation on 7/6/06 and heard the discussion. I believe Option A is the most user friendly of the 2 styles and has the most potential.

2931 Option B has more impact, and serves as a more iconic design. The design needs more refinement at the entrances. It will also be important to pay attention to design details on the underside, as the bridge has greenway trails that pass under the bridge on both sides of the river. Has the committee looked at the possibility of carrying the arch design theme underneath the bridge?

2932 Thanks- CS

Love the classical look and it seems more substantial. I am a frequent user of Headwaters Park and the bridge, but feel unsafe especially bicycling across the current structure.

2933

I feel strongly that the second option, the truss bridge, would be much more of a signature landmark for the City of Fort Wayne. I think it is well designed, and makes a much stronger visual statement than option a. Also, as a town so interested in preserving our heritage and remembering our past, the truss bridge would also be the more appropriate choice because of the wonderful way it recalls historic bridge structures while remaining thoroughly modern. A good message for the city of Fort Wayne to send to visitors and locals alike! It seems to be the embodiment of all the wonderful positive changes that are being made

2934 in our city even as I write this! LET's go option B !!!!!!!!!!!!!!!!!!!!!!!

2935 no

2936 no

I don't really care for either option, but of the two offered, I prefer Option A. It is more in keeping with the Headwaters Park vision as you come into the City.

Option B looks more like something you'd see in an industrial town like

2937 Pittsburg.

2938 The Arched Truss bridge looks soooo much cooler.

I really like option "A" but with the double arch. For some reason the double arch in the color blue stands out as calm and inviting. Thank you for the opportunity to respond. I have a question. Did this idea come from the

2940 Revitalization of Downtown Fort Wayne Project?

2941 no

2942 no

2943 no

2944 no

2946 Put a fountain in the St. Mary's River as previously planned and drop the "blue" erector set s

2947 I like the open view and it looks elegant

2950 no

2951 no

2952 The lighting will be critical!

I really like this option (B). I have lived here for 36 years, and I think this really makes the view coming into downtown striking! Wow! What a difference. I would travel to downtown more often just to see it. I know my kids would love to see all of the lights. You could also change the light colors to reflex difference

2955 holidays, like christmas. I think you are on to something.

2956 I like it(B) better architecturally. A bigger difference than what is there now.

Without a doubt, option B (Arched Truss Bridge) is the clear choice! The other

2957 one looks like someone forgot to finish it.

2958 no

2959 no

Although the view shown of the twin bridges is nice, I think very few people will see it from that angle. The arched truss bridge is more impressive from the

2960 point of view from the road as you enter the city.

2961 Overall, I just like the looks of this better.

Recent news broadcasts stated that the MLK bridge is still in good condition. Why is it to be replaced? Although we realize this is State and Federal money, it is still taxpayer's money. The City of Fort Wayne and the Downtown Improvement District have more pressing infrastructure needs than replacing a bridge for purely esthetic reasons. If the MLK bridge is truly in need of replacement, I would recommend a standard INDOT replacement structure with wide enough pedestrian walkways for safe passage across the river. (\$2.5-3 M). Forget the Twin Pedestrian bridges! The rest of the funding should be directed to improvements in the sewer system to eliminate combined sewage overflow in to the rivers. This and other waterfront improvements will do more for the image

2962 of the city than a 'Signature Bridge'.

2964 no

It would be nice to have some more information on these bridges (how wide are the pedestrian sections, min. and max? - what separates the road from the sidewalk in Option B?). I like the "Red" version (single arch) of Option A. It's aesthetically pleasing and modern. It would make the "standard" road bridge look even more vanilla and out-dated, but hey - it's a start. Another reason I choose this design is maintenance. It would have been nice to have access to proposed upkeep/maintenance figures, but I'm assuming it would be easier/cheaper to paint two arches instead of four. My fear in Option B is that the entire bridge would fall into disrepair, giving us bad roads and limited pedestrian access (once again). By having 3 separate bridges, we would at least have the option of

2965 repairing one at a time.

2966 I'm very glad to see this transformation taking place! It's long overdue. (A)

Maybe the designs should include more options. The two bridges in Columbus

2968 In, including the one on I65, are examples of more forward looking designs.

I think that I prefer the open look of Option A. There seemed to be an elevation that included a hemispherical plaza overlooking the river on both sides that

2969 appealed to me.

2970 Actually neither one. Better things to do with my tax money

2972 no

Option B appears better integrated. Option A looks like an after thought. My only concern would be weather option B provides as much pedestrian space as option A. I use River Greenway with my kids and have never liked crossing that

2975 bridge on a bike. I like the barrier separating vehicle and pedestrian lanes.

"A" gives the feeling of more of a gateway to the city and I think could be more architecturally pleasing. I think incorporating some beautiful planters on both the "A" bridges would also enhance the beauty of the bridges. I like that neat lighting features will be incorporated into the bridge. LED lights with color controllers should be looked into for lighting so that the lights could be varied in color for special events and or holidays. We definitely need to do more to

2976 beautify and enhance our city and I think this is a nice start.

I love the fact that the twin pedestrian bridges would continue to offer a nice view of downtown. Entering downtown from Clinton Street offers the best view of downtown Fort Wayne and I would like for us to keep it that way. I would hate to see it blocked by a bridge, although a beautiful one. Also, the nice pedestrian bridges would tell visitors/newcomers that we want to become more of a

2977 pedestrian friendly city. That is important.



I liked both renditions, but Option B is much more visible from the north approach to downtown. If the goal is to tie the approach to the downtown then visibility is very important. Option A is barely visible in any season. Also, is it possible to put a statue or other item on each side of the bridge? I was thinking it would be really beautiful to have a scaled-down version of the Headwaters Foliatum (fog-dish) on either side. With the bridge's night lights and the emanating mist from the smaller fog-dishes, it would truly be an amazing approach to Fort Wayne's downtown. The smaller fog-dishes would also tie the  
2978 bridge to Headwaters Park.

If we are going to provide another element to the city's look, I think Option B is a much better choice. Option A seems smaller and looks like a normal bridge with a new pedestian walkway on the side. As opposed to a whole new bridge and  
2979 look to Option B.

I really like the look of Option A. You still have the open bridge look, but the added saftey of people walkway to and from lawton park. Thank you for taking  
2981 the time to invest in pedestrian safety and intrest in the downtown area!

I like the way it is more open, framing the downtown buildings better without  
2982 getting the way of the view from Clinton St. (A)

Option B looks like higher quality and makes a bigger impact. No doubt it gets  
2983 our vote.

2985 Looks much better than option A. More dramatic! (B)

I would prefer we didn't waste money on cosmetics and worry about things that  
2987 really need to be taken care of

2988 I like the design better and believe it would be safer. (A)

The bridge is nice but would it make sense to have a way for pedestrians to have a way from one side of the street to the other like during festivals instead of waiting for police to stop traffic why not have something like a sky walk that you can get from one side to another it would have traffic flow during those  
2990 times. All and all option b is really nice the blue is so pretty and the lights (B)  
All together the bridge idea is great option b is so pretty with the blue and the lights at night. But why not have a cross walk that would connect the sides of head waters park. During festivals its hard to get across that street and they have to stop traffic so why not make it easier for pedestrian's by doing that it  
2991 would help traffic flow

2992 no

2993 no

If the goals of this bridge are to both improve the existing bridge and to serve as a gateway to downtown Fort Wayne, I'm sure the City wanted to start with a functional bridge that meets the logistical needs and then "dress it up" to make it look profound. The two options given seem quite functional, however both are far from stunning. Why not build a facade of a brick or limestone GATEWAY on both the entrance and exit of the bridge that looks like a giant GATE. You could do anything you want with the span between the two gates to make it look nice, maybe a fake suspension system that could be nicely lit at night. If the gates were built on footers before the actual span of the bridge began, they would not need to serve any structural purpose and neither would any cables or steel beams placed along the span. They would simply serve as dramatic entrance to our downtown. I find it hard to believe that option A and option B are the best  
2996 the City could come up with.

Less is more. More elegant; more safety for walkers, joggers, bikers; more  
2998 integrated with the rivergreenway (A)  
Wow! what an awesome idea, a pair of bridges that celebrate alternatives to  
motor vehicles. This is especially appropriate considering the namesake of the  
bridge and the peaceful marches that raised national awareness to the civil  
2999 rights movement.  
I like both bridges but think the twin pedestrian bridges are more user friendly  
for pedestrians. People will like walking under the bridge overhead. Both options  
3004 are classy and will be a nice addition to Fort Wayne.

They really both look the same to me, I think with all the great minds in Fort  
Wayne that you can come up with something better than either of them. I really  
don't think that this is very nice to enter downtown through. I think you should  
think something more along the lines of the new pedestrian bridge at IPFW,  
maybe something like that but bigger. That is forward thinking, these sample of  
what the bridge could look like is too generic. Also it would be nice if the bridge  
would complement the Architecture of downtown Fort Wayne. Nice limestone  
and brick faced bridge would be wonderful. An arching bridge that when you  
are on the top of the bridge you want to stay there because you can see downtown. I  
just really think that Fort Wayne can come up with something better than the  
3011 plans that are on here.  
While the designs are attractive, if the present bridge is in good repair, I don't  
see the need to construct a new one with all the inconvenience it would cause in  
3013 getting downtown from the north part of the city.

3015 I like the Arched Truss Bridge much better. I think it would look great in RED.  
Even though it would probably cost a bit more money, I think it would be a worth  
while investment to go with B. The bridge looks classy and would be a great  
3022 reminder of things past, yet done in a modern sort of way. Go for it!  
The bridge should have the pedestrian walkways connected and integrated into  
the bridge. The truss design is definitely a better design for a classic bridge feel  
and appearance. A natural color would be better than blue to match the park  
3027 atmosphere of Lawton and Headwaters Parks.

3045 no  
This option B is a great blend of old and new architecture. It makes much more  
3051 of a statement, and shows up better from a distance. I really like it.  
Option B would be a fantastic addition to the city. It would look fabulous at night  
with the lights. I suggest blue or red on the arches. Not impressed with option A.  
It looks undersized and doesn't make as bold of an architectural statement as  
3073 does Option B.

3079 no  
I like Option B because it has more of a sky appeal and lights up at night very  
well. It will serve very good as a gateway to the City of Fort Wayne. Plus it will  
stand out in the skyline. I am very happy to see the MLK bridge improved and  
enhanced for entrance to our City. The enhancement of this bridge will send a  
message of what Dr. King stood for. This City welcomes everyone regardless of  
their nationality, creed or ethnicity. I appreciate seeing it improved and  
3093 upgraded.



I overwhelmingly prefer Option B, the Arched Truss Bridge. But, between the Twin Pedestrian Bridges (Option A), I prefer the design of the Red example. On slide 1 of the Acrobat presentation, the review criteria includes the question, "Is the cost of the selected option financially feasible?", but the costs shown on slide 9 do not confirm a significant difference. Is it meant to question whether either option is financially feasible? Also, why does the Acrobat presentation, on slide 9, indicate that the Arch Truss Vehicle Bridge (Option B) is a "Temporary

3142 bridge"? Thanks, PK

Option B seems to provide a much better aesthetic bridge than Option A. I'm glad that the city has decided to make this particular bridge a focal point to

3143 entering the city.

I feel the current view I see driving into downtown over the current bridge is quite nice. You can see the city skyline, and rows of trees along Headwater Park, and the park itself... very attractive. I feel option B obstructs this view too much, and I think the truss structure of the bridge is old-fashioned looking, and not real attractive. Also, this may not allow a parade (with floats and balloons) to travel down Clinton in the future. For option A, I would say the single structure (red) on each side of the bridge is the better design, again because more structure up high obstructs the view too much, and the double structure (blue) is less attractive and modern looking. Also, if you want this to be an attractive gateway into the City, consider remove the unsightly power poles along Clinton leading

3155 up to the bridge.

Either option would be great !! Nice to see the city moving in a positive direction towards improving the entrance to the Downtown from the north. Thanks for considering and including improved pedestrian traffic options across the bridge

3156 in both proposals!

3159 Option B is much more attractive and suitable for downtown Ft. Wayne.

I submitted my comments on the bridge a couple of weeks ago. In that, I stated that I thought option B would be great for the city's landscape and skyline view. Since then I have given both options more thought and study. It has come to my attention that the state is only willing to pay 2.5 to 3 million for this project. This is a problem for me because the plans for both bridges are in the 8 to 9 million dollar range. Where is the rest of the money coming from? Now, I am a strong supporter of developing the downtown area of Fort Wayne. But, I think that there is a better way to go about this. I've noticed that we have an old iron bridge near Wells street that the city is looking to tear down or rebuild. Here are my thoughts. Build the new MLK bridge in a way that would fix the drift problems since this is the reason the state is funding this project. then either use the old Wells street bridge or build a new pedestrian bridge a quarter of a mile down the river to the side of the new MLK. This would still be much cheaper than building

3164 this new, extravagant bridge. People don't want to walk right next to a busy street

3174 no

Whichever option is chosen... I trust that the structure would not require pilings in the river. The pilings allow river debris to accumulate on the upstream side of the bridge and requires closing off one or two lanes of traffic several times a year in order to be able to clean it up. If the new bridge structure spanned the entire river bed without pilings there would be nothing for the debris to pile up

3180 against.

3199 Great view and idea. It gives downtown a look of greatness and big city (B)

3219 no

I like option A because option B looks cluttered and looks like a UFO landed on the river at night. Not sure if the bridge is actually in need of being replaced but if it is I support this project 100%. This bridge is a major gateway to our city and should be a focal point. I would also recommend the rail company repaint the train bridge near the City/County parking garage.

I believe this design B provides a more cosmopolitan look to the bridge - incorporating the vehicle and pedestrian avenues - allowing both entities to equally share in the bridge. Pedestrians would be protected from traffic through the use of fencing, while still being able to look at the scenery found in that area of town. And, the vehicle traffic would have no concerns for pedestrian safety and the wide lanes would provide ample space for all the lanes of traffic. This design would provide a much cleaner appearance as an entry point into downtown instead of seeing the railroad trestle at Superior and Clinton - now the eyes would be drawn to the new structure.

More dramatic impact visually. Still addresses pedestrian traffic which is a necessity. Would like to see a more aesthetically pleasing bridge going North on Lafayette as well.... future project maybe. (B)

Neither option. However since I do not wish to keep redoing this email, I will submit a cancelling vote directly. I wish to send a letter to the person in charge of this project. Who is it? I wish to go on record in opposition. Please send me a person's email and I will send them the same letter that I have sent the Mayor.

Thank you.

Neither option. This is my cancelling vote. I wish to talk to a person. Thank you.

no

no

no

no

Appears more contemporary and provides better viewshed of the skyline. (A)

no

This option makes a more dramatic statement in architectural terms, and would stand out as unique when compared to most Fort Wayne bridges. If the costs are about the same, I prefer this one. (B)

no

no

I like twin pedestrian bridges where the pedestrian part is also framed. It feels like the pedestrians are more important (for a change)

Is larger and makes more of a visual impact. (B)

no

Twin Pedestrian Bridges is better. The Arched Truss Bridge blocks view of downtown-scape.

This will add to the beauty that is our downtown (A)

no

I love the openness of the bridge for the cars! The trussed bridge(option B) is much too busy and industrialistic. The use of the pedestrian bridges give drivers an unobstructed view of the downtown skyline. It also allows pedestrians a walkway without any concern about vehicles - especially great for parents. It allows pedestrians a chance for a more leisurely walk where they can stop and look at the river instead of being 'pushed' accross by the movement of the cars. If the cars are moving at 25-30mph, you tend to be pushed mentally to go faster. It also gives distance and therefore a bit of relief from the heat, noise and

3441 exhaust of the cars. I like the blue color. It seems to play off of the sky best.

Neither option is a really signature bridge. The Willis' bridge overwalk at IPFW

3442 gets one's attention.

3450 no

3451 Be sure to save the old freight house.

I like the bump out option on the Twin Pedestrian Bridges. I also like the single

3452 arch on the left and right, not the double arches per bridge.

3453 no

3454 no

3459 With the double arches on each side... It showcases the city.... looks very nice at night. (A)

3467 no

August 2, 2006

The Honorable Graham Richard  
Mayor City of Fort Wayne  
One Main St.  
Fort Wayne, IN 46802

Dear Mayor Richard:

I believe that neither proposed Martin Luther King Bridge options serves us very well. They both should both be rejected for the following reasons.

First. The State of Indiana plans to spend \$2.5-3 million to replace the existing bridge. Why are we creating a project beyond that which will cost (very preliminarily) another \$5.5-6 for (2) marginal alternates?

Second. In my opinion, the state can and will do a very adequate engineering job on this project. The state's bridge engineer indicated at the public announcement forum that they are designing the new bridge to reduce the support abutments that have been a collection point for river debris. Additionally, they will keep the bridge a low profile design. So, what are we as a community obtaining for the extra \$5.5-6 million?

Third. Why was the design changed so that Options A and B are actually going to carry the live traffic loads? It would be much less expensive to let the state spend its money on carrying traffic on the basic structure. Then we, as a community, can decide whether or not to spend extra money improving the aesthetics of the bridge.

Fourth. Isn't the whole point here to improve the entrance to Headwaters and Downtown? I fail to see how placing a structure in front of a skyline view enhances the skyline view. Look at the graphic bridge representations in the presentation. The bridge of Option B obviously impairs the view. And Option A just looks like you took the bridge that is there now and added pedestrian bridges on either side. Hardly worth millions extra! The Golden Gate Bridge is beautiful when you observe it from the side. When you are driving over it, the view of San Francisco or the view of Sausalito are actually interfered with by the fact of the bridge.

Fifth. If we are concerned that the bridge needs to be some kind of monument to Dr. Martin Luther King, then let's make our decision based on that as a major consideration. Why don't we spend some money on an impressive statue next to the bridge and place it in a nice memorial setting ala the statues of the Burgers of Calais? Now we would have something that is visually and memorially impressive!

Sixth. Allen County Commissioners are presently looking for a site for the historic Bostwick Bridge that they are going to replace. Why not place it as a pedestrian bridge somewhere to the East of the traffic bridge? This would allow pedestrians to move across the river to and from Lawton Park to Headwaters.

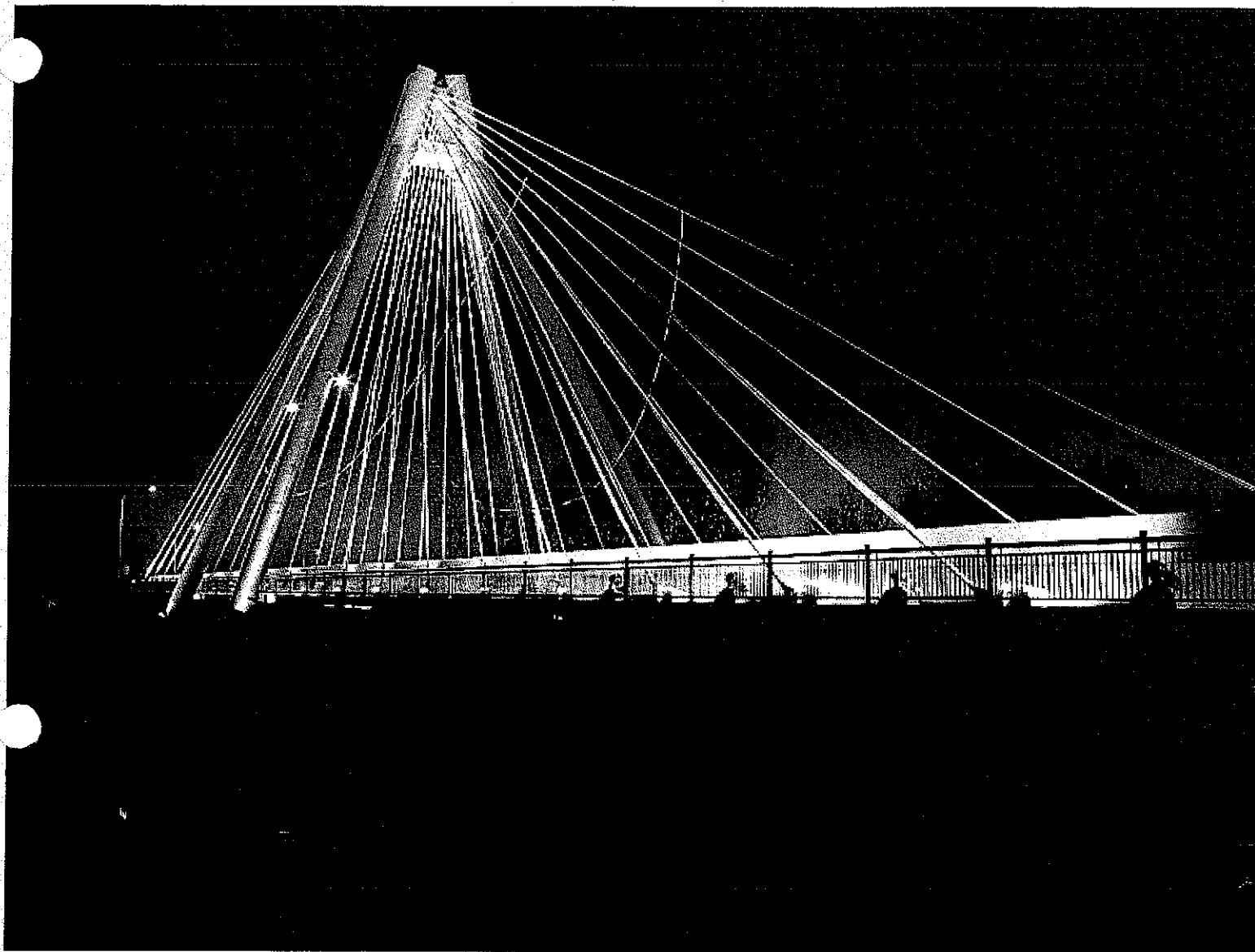
And they would be removed physically from the dangers of the traffic of the vehicle bridge. This move would: one, save an historic bridge; two, provide a creative re-use; three, enhance the connection between the North and South sides of the St. Mary's river; four, could form the beginning of actually creating a larger park on both sides of the river that could be very pedestrian friendly; fifth, lights on this bridge would look great as you crossed the vehicle bridge, looked left and saw this structure and its approach all lighted up. It would be visually very impressive.

In my opinion, the idea of a bridge being a gateway into downtown isn't a bad idea. I think that it was worth a try. But now that we see what we are getting and what it is actually going to do and what it is going to cost additionally, I strongly recommend that we go back and re-consider these questions: What are we trying to do, how are we trying to do it and is this the best way to answer the first two questions? My answer is Stop Now and re-examine the assumptions.

Sincerely,

Sean Collentine  
305 Arcadia Ct.  
Fort Wayne, IN 46807  
456-1603

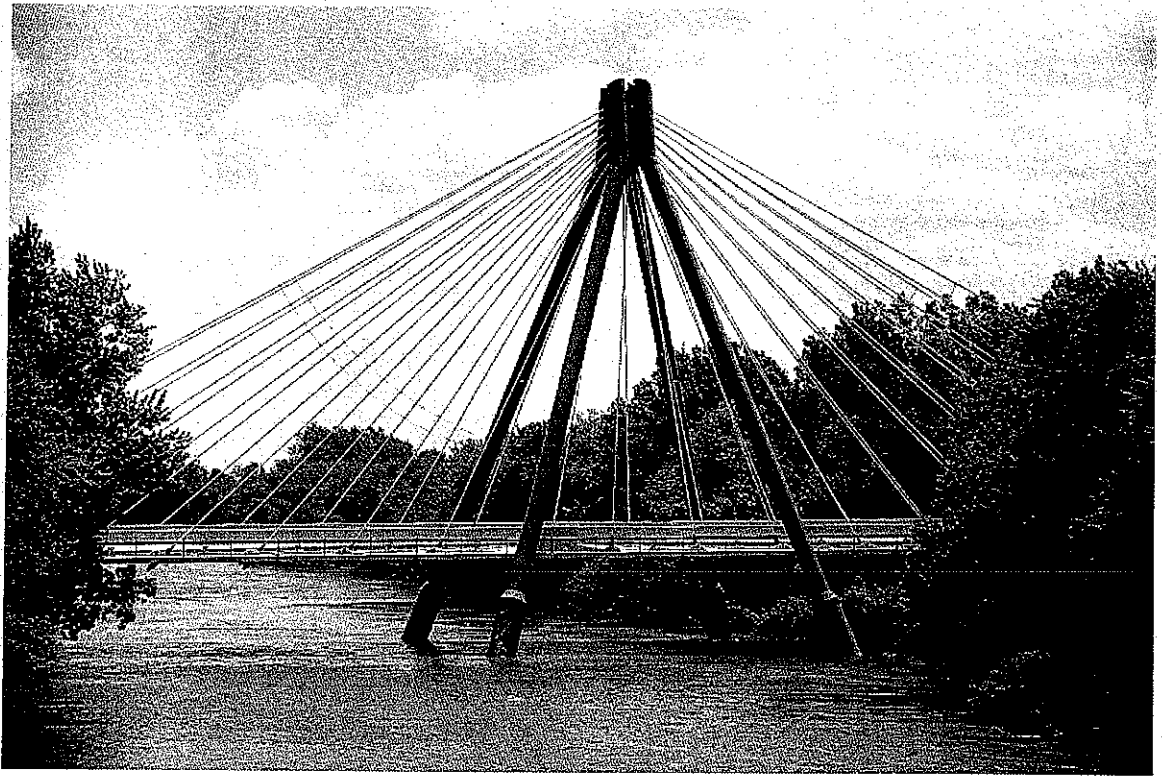
Cc: Graham Richard  
Nelson Peters  
Marla Irving  
Linda Bloom



Option C.?

Columbus IN  
(state Rd too)

Russ



## **Sharon Feasel**

---

From: "Cheri Becker" <cbecker@inventtomorrow.com>  
To: "Sharon Feasel" <sharon.feasel@ci.ft-wayne.in.us>  
Subject: MLK Bridge  
Date sent: Fri, 4 Aug 2006 12:57:45 -0500

Hi Sharon,

I visited the website since I was unable to attend the public meeting...I think the designs lack interest and compatibility with other existing bridges in our community. When I think of our bridges I think of how grand some of them are with special elements and lights (Columbia Street comes to mind and the foot bridge over by Wells St.)I would still like to see lights on that!.

While I know it needs to be functional I didn't get a good feeling for the pedestrian path and I think that is because of looking at it on a screen or at least I hope. I think this gateway should make a WOW statement and should include something that lets someone coming into or going out of downtown that they are entering/exiting a very special place. The bridge needs to be special, something that gets people talking and remembering Fort Wayne (like Greenville, Brooklyn, Chicago, Sydney, the SF Bay Bridge and the Cooper River Bridge in Charleston even though its old and rather scary). If I have to choose one I would choose the double truss because we could at least add lights to it to give it some interest but that does not do much for daylight hours, maybe we could add planters. Perhaps I have failed to see the engineering artistry of the bridges and so question is that the case? I would also suggest that in addition to a pedestrian cross way that there be consideration given for a bike path in addition to the pedestrian walkway if this has not been covered already. Perhaps everyone has done that and I have failed to see it on the web page.

Just a few thoughts, hope I don't offend anyone's sensibilities.

Take care,

Cheri

Cheri A. Becker

Executive Director

Invent Tomorrow

1400 One Summit Square

Fort Wayne, IN 46802-3173

260-424-0824

Fax 260-423-4329

E-mail: [cbecker@inventtomorrow.com](mailto:cbecker@inventtomorrow.com)

Website: [www.inventtomorrow.com](http://www.inventtomorrow.com)





## Martin Luther King Jr. Memorial Bridge Project Feedback Form

\_\_\_\_\_ Option A (Twin Pedestrian Bridges)

X \_\_\_\_\_ Option B (Arched Truss Bridge)

Additional comments better design but dynamically  
100 lbs back  
100 lbs / forward

better to interpret river & MLK J  
our rivers with its pedestrian overlooks / has  
projects strength  
Great Start!

Name Donn. Werling

Address ~~1600~~ History Center

Phone 426-2982 ext 310

Email dwerling@comcast.net



## Martin Luther King Jr. Memorial Bridge Project Feedback Form

\_\_\_\_\_ Option A (Twin Pedestrian Bridges)

~~\_\_\_\_\_~~ Option B (Arched Truss Bridge)

Additional comments

LET STARTED!

Name

TOM SMITH

Address

CITY COUNCIL

Phone

\_\_\_\_\_

Email

\_\_\_\_\_



## Martin Luther King Jr. Memorial Bridge Project Feedback Form

\_\_\_\_\_ Option A (Twin Pedestrian Bridges)

X X Option B (Arched Truss Bridge)

Additional comments \_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_

Name Bud & Jean Mendenhall

Address 727 Florence Ave

Phone 426-9862

Email bjmend013@comcast.net



## Martin Luther King Jr. Memorial Bridge Project Feedback Form

\_\_\_\_\_ Option A (Twin Pedestrian Bridges)

X \_\_\_\_\_ Option B (Arched Truss Bridge)

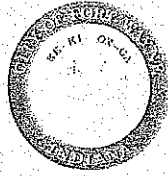
Additional comments <sup>make</sup> pedestrian space  
as wide + safe as possible.

Name Angie Quinn - ARCH -

Address ~~4880~~ 4330 Pembroke Ln.

Phone 426-5117

Email archfw.org



## Martin Luther King Jr. Memorial Bridge Project Feedback Form

\_\_\_\_\_ Option A (Twin Pedestrian Bridges)

X\_\_\_\_\_ Option B (Arched Truss Bridge)

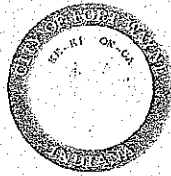
Additional comments It adds to the vision  
as the gateway to the Midwest

Name SHAWN Smith

Address 7704 GLEN OAK PARKWAY

Phone 779-5664

Email \_\_\_\_\_



## Martin Luther King Jr. Memorial Bridge Project Feedback Form

\_\_\_\_\_ Option A (Twin Pedestrian Bridges)

X\_\_\_\_\_ Option B (Arched Truss Bridge)

Additional comments \_\_\_\_\_

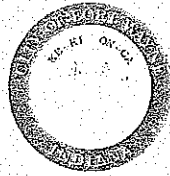
\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_

Name Erma Belt

Address \_\_\_\_\_

Phone \_\_\_\_\_

Email Erma7521@yahoo.com



## Martin Luther King Jr. Memorial Bridge Project Feedback Form

\_\_\_\_\_ Option A (Twin Pedestrian Bridges)

☒ \_\_\_\_\_ Option B (Arched Truss Bridge)

Additional comments \_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_

Name William B. Crowley

Address 5910 Radcliffe Dr. 46816

Phone 447-2859

Email b.crowley8@verizon.net





## Martin Luther King Jr. Memorial Bridge Project Feedback Form

\_\_\_\_\_ Option A (Twin Pedestrian Bridges)

☒ Option B (Arched Truss Bridge)

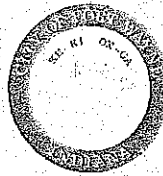
Additional comments \_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_

Name Jeff Myers

Address \_\_\_\_\_

Phone \_\_\_\_\_

Email \_\_\_\_\_



## Martin Luther King Jr. Memorial Bridge Project Feedback Form

☒ Option A (Twin Pedestrian Bridges)

☐ Option B (Arched Truss Bridge)

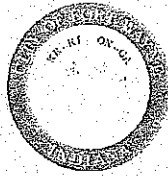
Additional comments Thank you for  
your close work with Headwaters  
Park. The design compliments our  
design of the park.

Name Geoff Paddock

Address 3744 S. Wash. Rd. (or)

Phone 432-5700

Email



## Martin Luther King Jr. Memorial Bridge Project Feedback Form

X Option A (Twin Pedestrian Bridges)

           Option B (Arched Truss Bridge)

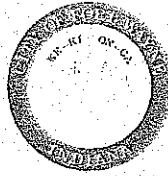
Additional comments Option B blocks the  
view of the city

Name Tim Metel

Address 4626 Parkerdale Dr.

Phone 485-1160

Email Timmetel@hotmail.com



# Martin Luther King Jr. Memorial Bridge Project Feedback Form

      X            Option A (Twin Pedestrian Bridges)

\_\_\_\_\_ Option B (Arched Truss Bridge)

Additional comments \_\_\_\_\_

\_\_\_\_\_

\_\_\_\_\_

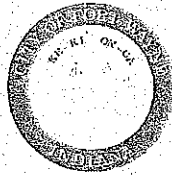
\_\_\_\_\_

Name AL METEL

Address 4626 PARKERDALE DR.

Phone 485-1160

Email AMETEL2@HOTMAIL.COM



## Martin Luther King Jr. Memorial Bridge Project Feedback Form

☒ Option A (Twin Pedestrian Bridges)

☐ Option B (Arched Truss Bridge)

Additional comments \_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_

Name Joyce McConnell

Address 2101 Shadybrook Dr

Phone \_\_\_\_\_

Email \_\_\_\_\_

DATE: July 28, 2006

TO: Sharon K. Fears

FROM: Loraine Davis, 5236 Indiana Ave F.W. 46807-3031

RE: MLK Bridge Options

After discussions following my request for opinions, I recommend Option B

1. A real presence not an "add on" —
2. A principal thoroughfare needs a substantial looking bridge.
3. Clearly designated pedestrian access —
4. Immediately identifiable as a bridge for both uses —
5. Yes Bridges<sup>\*</sup> add ethos as well as practical value to city infrastructure.

\* Well designed

V. Jane Drummer  
221 N. 16<sup>th</sup> St  
Decatur, IN 46733  
260-724-8668  
July 9, 2006

I read with interest the article on the restructuring of the Martin Luther King Bridge in Ft. Wayne. Even though I don't live in Ft. Wayne, I visit often and appreciate the many amenities that it has to offer.

As I was reading the article, I thought of my friend, Wil Clay, an artist from Toledo who has designed some award winning sculptures, including one of Dr. King. The Dr. King sculpture is displayed on the Martin Luther King Bridge in Toledo.

Mr. Clay is also an illustrator of children's books and will have a new book about George Washington Carver released in the spring of 2007. I am sending a school brochure with this letter and thought you might enjoy going to Mr. Clay's website and reading about the sculpture that he created and viewing some of his work. If you have further questions or would like to contact him, please feel free to contact me.

Sincerely,

A handwritten signature in cursive script that reads "V. Jane Drummer". The signature is written in dark ink and is positioned above the printed name.

V. Jane Drummer



# SCHOOL VISITS



Photographer: Kate Hillard



**Wil Clay**

**Illustrator of  
Children's Books  
and Storyteller**

**We must do everything possible to help  
elementary students get excited about books.**

School visits by Wil Clay promote reading, writing, and art  
by using storytelling; a display and discussion of original  
children's book art; and how-to-draw demonstrations.

**Call early to schedule!**

801 Lincoln Avenue - Toledo, Ohio 43607 - (419) 243-4122 - Website: [www.wilclay.com](http://www.wilclay.com) - Email: [wilclay@usa.com](mailto:wilclay@usa.com)



**Wil Clay is an award-winning children's book illustrator, storyteller, fine artist and sculptor. He is using his talents and skills to excite and motivate students to enjoy reading.**

**READING WELL is an important and necessary skill that every elementary student will need for future success. Therefore, reading is the central theme of his entire program.**

**When scheduling a school visit choose one of the following options:**

- A.) An all day visit at one school**
- B.) Visit 2 schools in one day**
- C.) Multiple days visit to several schools in a district**

**Wil Clay's honorarium is modest by comparison. Therefore, most schools and libraries can easily afford his high caliber presentations.**



## **Presentations**

First, audiences are entertained with stories from around the world. Then, everyone is encouraged to discover other tales found in library books.

An important feature at each assembly is the How-to-draw demonstration. Wil Clay always show students how easy it is to draw without erasing. Using permanent markers and some simple but humorous strokes, students learn quickly that drawing can be entertaining and fun.



If a 30 minutes workshop is scheduled, Wil demonstrates how to sketch a serious portrait of the Principal (if available), Media Specialist, a teacher or a student. Usually, one person is chosen by lottery. When finished, the drawing is signed and given to the winner.

Also, at each assembly original children's book art is displayed for kids to see and be inspired.



## Storyteller

Live presentations, up front and personal are mesmerizing students of all ages. Wil Clay's stories are captivating! He has a sack-full of folktale characters eager to come to life. Some are wise, some are funny and some are very, very spooky. For the very young, he has some of the most lovable stories about wild animals like Lions, Monkeys, "Turtle of Koka," "Anansi the Spider" and other bugs.

It will not be unusual for students to want to hear more stories. Many will rush to the library to obtain a card and check out lots of books to read. The benefits are enormous. Enjoy the experience at your school!



Most students delight in the world of make-believe. Bright colors, exotic places, whimsical tales and very, very, very strange and fearsome creatures stimulate their imaginations. They love reading books and exploring illustrations. Their progress in reading is enhanced with pictures. Pictures bring words to life. Wil Clay's illustrations are designed to keep kids reading.



## Illustrator

In the spirit of that old Chinese saying, "One picture is worth more than 10,000 words," Wil Clay's illustrations offer much for students to learn and talk about.



**Illustrator of  
Children's Books  
and Storyteller**

Website: [www.wilclay.com](http://www.wilclay.com) - Email: [wilclay@usa.com](mailto:wilclay@usa.com)  
801 Lincoln Avenue - Toledo, Ohio 43607 - Phone: (419) 243-4122

## Planning a successful visit

The best way to insure a successful visit is to begin planning early. Six months before your event will give you enough time to get everything done. First, consider your budget, then the artist's/author's honorarium, hotel, mileage and meal expenses. Keep the three **Ws** in mind: **WHAT** type of presentation you desire. **WHERE** the presentations and workshops will take place, and **WHEN** you are planning your event.

When your planning is complete, begin activities to introduce the author/illustrator to your students.

1.) Visit my website (see below) and print out the section "An Interview With Wil Clay"

... The most frequently asked questions. Have a classroom discussion. It will be exciting and fun.

2.) Have the students read at least one of my books. Then discuss the relationship of the story and my selection of each illustration.

3.) Review all or, several of my books to see if the illustrations show a distinct style. What makes my art stand out? Compare it with other artists' styles. Have a classroom discussion.

Connections students make during the school visit will strengthen self-confidence in their own voices and creativity. They will feel empowered to read more books and create their own stories and artwork.

## Order books at a 40% discount

Take advantage of the forty percent discount on all books ordered from the publishers. Place orders at least forty-five (45) days before the event date. Advance sales may become a fundraiser that can cover the expenses of the author/illustrator visit.

## It's time to schedule for 2005/2006

We are now taking reservations for 2005-2006 school visits. Please schedule early! Wil Clay's school visit calendar includes the months of September through May. Mr. Clay prefers schools in southern states in December, January and February; and schools in northern states from March through May.

## Books Illustrated By Wil Clay

### Auntee Edna - Eerdmans Publishing

Auntee Edna is a book about two sisters who visit an aunt who is very old-fashioned. It is like stepping back in time for Tokee and Reba. They are sure the visit is going to be b-o-ring. Little do they know they are in for quite a surprise!

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